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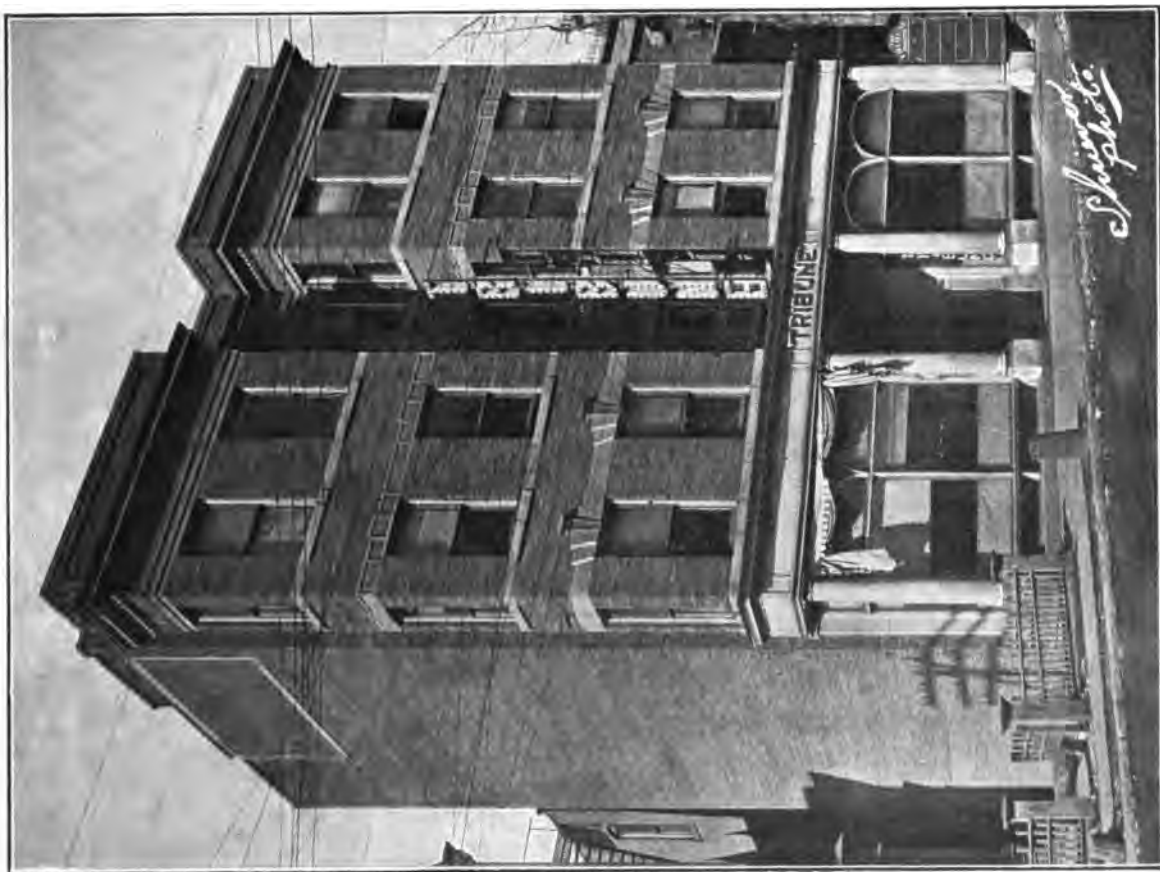
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*Tribune Building.*

*THE SCRANTON TRIBUNE*  
*and the CITY of SCRANTON*

June 20, 1901.

Published in commemoration of the Tenth  
Anniversary of the establishment of The  
Scranton Tribune. ~ ~ ~ ~ ~

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# *Inception and Growth of the Scranton Tribune*

**T**EN YEARS in the life of a daily newspaper, covering practically the closing decade of the Nineteenth century and witnessing the inauguration of the Twentieth, represent a span of activities and of developments exceeding in volume and variety many whole generations in the world's youth. Although the youngest of the four daily newspapers in Scranton,

The Tribune, by reason of the foremost part it has played since its birth on June 20, 1891, feels that it has become an established institution among the achievements of its time; and this souvenir is put forth as a token of its gratitude for friendships made and progress honorably won.

This paper was established in the belief that the community which recognizes Scranton as its commercial and educational center had room for another morning journal appealing to readers of progressive instincts and clean tastes. Its projectors were men who had faith in the future of Northeastern Pennsylvania and willingness to give that faith expression in works.

The paper at first was four pages in size, with eight columns to the page. This paper looked smaller than it really was to a public accustomed to the eight page form. Its preparation probably cost twice as much as did the preparation of any competitor, but the public soon demanded a larger issue and its wish was respected.

The history of The Tribune from its first number up to the present moment differs little from the history of other young newspapers except in so far as the public to which it ministered granted it an unusually early and cordial welcome. It started with the intention of giving to the readers of North-

eastern Pennsylvania a better bargain for their money than they had hitherto had access to; and notwithstanding the fluctuations inseparable from a new enterprise, it has realized this early aim. Early in its career, The Tribune recognized the news value of the great industries of this vicinity by devoting to them a separate daily department in which has been steadily reflected the commercial and manufacturing progress of Scranton and its environs. It also saw and endeavored to supply the need of something more than the daily presentation of the world's news; and to this end it soon completed arrangements for miscellaneous reading matter of high quality, including short and serial stories by the best living writers of English fiction, poetry, letters of description and travel, and the like. Thus while the distinctively news features of the paper have neither been slighted nor overlooked—upon the contrary, every month witnesses an increased expenditure in news collection and proper presentation—it has been The Tribune's especial desire to produce a comprehensive and well balanced family journal, combining the best features of the magazine and the review with those of the live and energetic newspaper.

The policy of the paper, editorially, has been to state progressive opinions decently and in good temper; to champion Republican principles of government but not to swallow everything ladled out to it by any political party; and to bear in mind, in all discussions of live questions, that people do not think alike, and that if they did there would be room for only one newspaper in Scranton. This thought has kept it urbane and in a philosophic mood; and has enabled it to differ courteously from many persons whom it cordially respects and honors. One thing in particular that The Tribune tries to live up to in its treatment of public men

and measures, is the high dignity of our city's destiny. Here we have the third largest community in the second state in the greatest nation on earth ; and that community is growing like a giant. A newspaper to keep pace with this environment must be alert, progressive, courteous and ready to give and to take. Lastly, although ever and always first, The Tribune's aim has been, is, and will be, to champion, defend and exploit Scranton. We believe, in short, that nothing is too good for Scranton and for the readers of Scranton's best newspaper.

In consequence of this liberal policy, The Tribune is today received into a larger number of happy and well-to-do homes than is any other journal printed in this section—a progress which has been accomplished in the face of keen competition. Although it prints no weekly or Sunday edition, the handsome extra paper which it issues every Saturday, with its choice selection of fiction, special correspondence, music, dramatic and literary gossip and criticism, society news and general information, has come to be regarded as indispensable in many homes that are, from a variety of circumstances, unable to avail themselves of the more frequent visits of the Daily Tribune.

The articles of incorporation of The Tribune Publishing Co., dated April 1, 1891, show the original stockholders to have been as follows : H. M. Boies, Wm. Connell, Ezra H. Ripple, Wm. T. Smith, Henry Belin, jr., Claude G. Whetstone, Alfred Hand, Luther Keller and Everett Warren. The first organization consisted of Wm. T. Smith as president ; Alfred Hand, vice-president ; Major Warren, secretary ; Colonel Ripple, treasurer ; and an executive committee comprising Messrs. Boies, Connell and Keller. On April 27 Mr. Smith found it impossible to continue the duties of president and on May 9 Major Warren was elected to succeed him, Colonel Ripple becoming secretary and treasurer.

In the first minute book of the company appears a statement of reasons for the paper's existence and a declaration of its general policy which have interest as indicating the intentions of The Tribune's founders. From the lines therein laid

down there has been no subsequent departure. This is the statement referred to :

In the belief that the people of Scranton and the Republicans of Northeastern Pennsylvania need and will support a newspaper of the first class, the undersigned have subscribed sufficient capital for the establishment and carrying on of such an enterprise ; and adopt the general principles enunciated below for the government of its publication.

It shall publish the news of the world to such an extent and proportion as is likely to interest its readers and be of public benefit ; making prominent and impressive all that has a tendency to instruct, ennoble and elevate humanity, and withholding the exposure of the corruptions, crimes and putrifying sores of society, except for the manifest purpose of their correction and cure.

The name of the newspaper shall be The Scranton Tribune.

It shall be a morning newspaper published daily except on Sundays.

Its local news shall be full, fair and unprejudiced, calculated to encourage and foster every sound, healthful and social enterprise. All public meetings shall be carefully and fully reported ; speeches on matters of public interest, when of sufficient importance, verbatim ; except such corrections as may be necessary for their best publication, with a desire to please the speaker as well as the public ; avoiding unpleasant criticism and encouraging every well intended effort. The private life and affairs of individuals shall be sacredly respected, except when the public interests require information concerning candidates for public office. Offensive personalities shall be sedulously avoided, except in matters of public welfare, and private quarrels are not to be waged in these columns.

In religion, the position that this is a Christian country and to be controlled by enlightened Christian principles, is to be stoutly maintained, with the utmost freedom and toleration of religious belief.

In morals and sociology it shall be the design of The Tribune to foster and promote the highest, best and purest standards and to refuse the publication even as advertisements of whatever would contaminate or offend a pure mind or taste.

In politics The Tribune shall be thoroughly Republican, according to the standards adopted by the National and State

Conventions ; it shall support the candidates of the Republican party in National, State and County elections ; and in local elections unless the management decide that local or public interest can best be subserved otherwise. The Tribune shall not be the organ of any person or clique, nor the enemy of any man deserving of public confidence. Its criticism of contemporary journals shall be with courtesy ; nevertheless, it shall not shrink from the boldest and most unsparing exposure, criticism and condemnation of persons, cliques, organs, parties and policies when its views of public welfare require this.

The Tribune shall endeavor in all things to be what its name indicates, a place for the proclamation of those ideas and views which, according to the highest and most patriotic Republicanism, are intended for the instruction, elevation and benefit of the people. It shall favor the cause of temperance, maintain the rights of the poor and oppressed here and everywhere, and require equal justice for capital and labor, for corporation and citizen.

The present organization of The Tribune Publishing Company is as follows: President, William Connell ; vice-president, E. P. Kingsbury ; treasurer, Col. E. H. Ripple ; secretary and business manager, O. F. Byxbee ; editor, Livy S. Richard ; executive committee, William Connell, Henry Belin, Jr., Luther Keller and E. P. Kingsbury.

Of the first makers of the paper only three remain in its service today. These are James F. Mitchell, the present accomplished city editor, who begun as a reporter in charge of the collection of news in the Providence and Green Ridge sections of the city ; O. F. Leeds, the efficient and painstaking foreman of its composing room who, as the principal compositor of advertisements, helped to prepare the initial issue ; and C. L. Auer, operator of one of the five Mergenthaler typesetting machines, then a hand compositor.

The organization of the first editorial staff comprised Claude G. Whetstone, editor-in-chief ; John Power O'Connor, news editor ; J. R. Burnett, city editor ; and James Patterson, J. F. Mitchell, G. A. Williams and M. J. Donohue, reporters. Others who succeeded to editorial positions were Dr. Allan Norton Leete, associate editor and afterward editor-in-chief ; E. T. Sweet, the present expert news editor ; Harry L. Leam and John H. Blackwood, city editors ; W. Irving Finch, for a period industrial editor ; R. A. Lyons, artist ; Mrs. C. B. Penman, society editor ; and Livy S. Richard, associate editor from June 1, 1892 to January 1,



Reproduction of the first page of the Tribune's initial issue.

1894, and since that date editor-in-chief. The list of bright young men who have for varying intervals served as reporters includes T. S. Loftus, now an alderman in Pittston ; J. W. Gould, W. B. Peniman, W. F. Clifford, P. W. Gallagher, T. Owen, Charles, John T. Brown, C. H. Derby, C. W. Fetterolf, T. E. Connell, B. F. Squier, Mark K. Edgar, A. T. Raynsford, C. E. House, John J. Gordon, Emerson D. Owen



*L. S. Richard, Editor.*

and George V. Griffiths. The editorial and reportorial force at present, in addition to those named as being still in the paper's service, includes T. J. Duffy, assistant city editor and special assignment man; J. P. Toohey, Leon Levy, W. R. Hughes, A. J. Kellar, Joseph Albrecht, H. M. Bone, Geo. W. Smithing, Edgar Sander and C. R. Jones.

The personnel of the business department of the paper at its birth included E. P. Kingsbury, first general manager, later president of the company and now vice president and member of the executive committee; John D. Birmingham, circulation manager; Eugene P. Ham, advertising solicitor; Richard Weisenflue, accountant; William Williams, mailing clerk, and Howard Davis, clerk. Of these the only one remaining in active service is Mr. Davis, now in charge of the advertising department. When other business interests compelled Mr. Kingsbury to subtract some of his attention from the paper's affairs, W. W. Youngs, who came to the paper as advertising manager, served also as business manager, being succeeded in turn by F. E. Wood, W. W. Davis, Alexander Craig and, after the shocking death of Mr. Craig and family in the railroad collision at Paterson, N. J., on November 24, 1899, by O. F. Byxbee, the present incumbent. Early in the paper's history, after the retirement of Mr. Weisenflue, A. R. Edgett served as accountant and cashier. He was succeeded as cashier by Howard Davis. Upon Mr. Edgett's retirement in 1894, B. E. Fister became accountant, a

position still held by him with signal faithfulness and ability; and later Alfred John became cashier, a position he holds today. The successor of William Williams in charge of the mailing department was John Crane, yet in charge. Out of town interests have been looked after by Eugene Call, Wm. J. Morgan and E. L. Hatfield, the latter a special correspondent and organizer of branch-office work.

The first foreman of the composing room was Joseph J. Fritz; the first proof reader, a Mr. Parmenter; and the first news compositors were Frank Swartz, George Sally, Will Lewis, C. L. Auer, A. J. Boyce, Thos. W. Higgins, Thos. Loftus, G. L. Field, Will A. Geddes, Henry Thomas, Chas. O'Neill, John J. Morgan and Oscar Hampton.

The job printing department, established some months after the paper appeared, was organized by W. W. Davis, yet in charge; and the bindery by G. F. Schwenker, who is still at its helm.

The first pressman was Charles J. Watkins, now pressman for the Times. His successor in The Tribune mechanical plant was Peter N. Haan, who superintends the printing of today's issue.

The engines and dynamos are in charge of LeGrand Wright, with Fred. Reber as assistant.

The first issue of The Tribune was printed on a Hoe perfecting press secured at second hand after it had undergone a period of service in the press room of the Philadel-



*O. F. Byxbee, Business Manager.*

phia Times. It was limited in capacity to four and eight pages. Within six months after its installation it proved inadequate and a Goss machine was substituted. This served every purpose well until 1897, when the demands of increasing circulation led to the substitution of a Hoe press of the "Observer" pattern, capable of printing, pasting and folding 4, 6, 8, 10, 12 or 16 pages. Since the introduction of this press The Tribune has been concededly the best printed paper in Scranton, as it had been, from the beginning, typographically the neatest and, in respect to contents, the most interesting.

The Tribune was the first paper in Northeastern Pennsylvania to install typesetting machines. Shortly before its removal in 1895, from the Bloeser building, at Penn avenue and Spruce street, to its present home on Washington avenue, it purchased four Mergenthaler linotype machines and after the removal it added a fifth. By means of the superior facilities thus afforded, The Tribune has not only set more reading matter for its own readers than is supplied by any competing journal in this section but it has also been enabled to do a large amount of commercial and news composition for other publishers.

Another feature upon which the readers of The Tribune are to be congratulated is the fact that they are the only readers of local newspapers who receive the benefit every day of the magnificent news report of the Associated Press, both

the oldest and by long odds the strongest, best organized and most efficient news collecting agency in existence. Its membership includes with but a few scattering exceptions every daily newspaper of importance printed in the American hemisphere, and by cable connections with Europe, Asia and Africa it completely encircles the earth. A special and exclusive wire, directly in touch with its incessant circuit of news interchange, leads into The Tribune editorial room, where an expert operator transcribes on a typewriter from 15,000 to 20,000 words of telegraphic news each night. Through the courtesy of the Associated Press, the editor of The Tribune is permitted not only to receive immediate notification of all important happenings both in this country and abroad, but also to query for information touching any expected happening anywhere on earth.

This splendid equipment, combined with the liberal arrangements made for special correspondence from every center of news of particular local importance, and with the continually increasing thoroughness with which local and suburban news is gleaned, goes far to explain the hold which The Tribune has obtained upon the esteem of the intelligent people of Northeastern Pennsylvania in the first decade of its existence. But even more important than advantages of plant and equipment is the character which it has established for truthfulness, fair dealing and honest purpose. This constitutes its proudest asset.

# Making a Newspaper in the Twentieth Century



JUST THINK, gentle purchaser of a daily paper, if you can, of the expenditure of money and energy represented in your two-penny purchase. It is beyond the average man's comprehension.

Some stroke of enterprise on the part of a paper may, occasionally, evoke a word of commendation, and some one may allow himself to become enthusiastic enough to say something, which, with a little torturing, might be construed to be meant for admiration, but, as a rule, a newspaper reader is content to enjoy the fruit of the enterprise and let it go at that.

Even though some "average" newspaper reader might be tempted by curiosity, or by some other prompting, to go into a mental marshalling of the agencies that had been at work, during the preceding twenty-four hours, to bring to the breakfast table, for his review, the conveniently focused activities of the whole world, not to say universe, he would very likely fail in his task, for it is only those closely in touch with its manufacture who can even begin to appreciate the magnitude of the undertaking of turning out a daily newspaper.

As has been appropriately said: "Nothing more aptly illustrates the difference between the meaning of the words price and value than the great daily newspaper of to-day." The ordinary eight-page Tribune contains three-eighths of a cent's worth of paper. The ink and cost of distribution added to this and the whole subtracted from two cents and it can readily be seen that a very small margin is left to pay for the manufacturing. When ten, twelve and sixteen pages are printed the cost of paper, ink and distribution are increased in a corresponding ratio.

It is safe to say, and it is often said without refutation,

that within the past quarter of a century no sphere of activity has shown the advancement that has been displayed in newspaper making. One man with a linotype machine does the work of typesetting, in every way more satisfactorily, than did five men formerly by hand. The cylinder press which could turn out two thousand four-page papers an hour was hailed as a great invention. Now it is quite an ordinary performance for a press to print, cut, paste, fold and count twenty thousand, eight, ten or twelve page papers an hour, or at the rate of from three to seven a second. And at the same time an attachment can be made to the modern press which will permit of color printing.

The memory of even the rising generation will go back to the time when Scrantonians waited till noontime for their favorite metropolitan papers. Now they read them at breakfast. Every morning at daybreak special trains, one from New York and two from Philadelphia, reach here with bundles of the leading publications of those two cities, that were flying through the presses six hours before. There is no money made in these papers. They are delivered at an actual monetary loss. All that the paper seeks to gain from its enterprise is advertising. It wants to outdo a competitor. Any means to that end is seized upon without a second thought of expense. In no other business would this be even considered.

It would seem a newspaper ought to be content with the service of a great news gathering agency like the Associated Press for its outside news. There isn't a habitable spot in the world not covered by this association. It has bureaus in all the larger cities of the United States and at most of the foreign capitals, and where it does not maintain a bureau it has a regularly employed correspondent, or in some instances in

foreign countries has access to the news of some other association. The best men available are employed, first call is had on telegraphs and cables and when occasion demands trains or ships are chartered to aid in hastening the news to the always anxious public.

But all this is not enough for the big modern daily. It must needs reinforce this service with a special service of its own. A bureau is maintained in Washington, another in the state capital, another in New York, Philadelphia, Chicago and other cities, according to the location of the paper. Throughout the territory which it particularly serves, it will have a special correspondent in every city of any considerable size and this correspondent is under instructions to telegraph a comprehensive story of everything of importance transpiring in his locality. When it is said that it is not uncommon to find a newspaper office with a dozen telegraph operators receiving dispatches as fast as expert "press" senders can work their keys, from 6 o'clock p. m., to 2:30 a. m., one can gain a vague idea of the expense of this one item alone. The cheapest rate for telegrams is a third of a cent a word.

In what, to the newspaperman, are the older days, two decades ago, this lavishness was unknown. There was, of course, a special service maintained but it was only the items of rare interest or surpassing importance that went by wire. The mails were speedy enough to cover the general field of news. Now, the very fact that an article is received by mail would have a strong tendency to send it "to the floor."

To go into this feature of newspaper making in detail is scarcely necessary. Examples of the extremes to which the more enterprising journals go were furnished in the Spanish war and on the occasion of the death of Queen Victoria. These same enterprising papers saw to it that their enterprise was not "unwept, unhonored and unsung."

Incidentally, it might be mentioned that some of the extremest of these enterprising papers maintain a yacht, a cote of trained pigeons, automobiles and on occasions a heliograph system. Of their corps of special writers, engaged permanently or retained to work by space when called upon,

and of the artists who turn out work rivalling the finest that the magazines are capable of, mention is sufficient by way of reminder. Those things speak for themselves in every day's issue.

There are a number of interesting things about a newspaper, which, like the effort expended in its making, do not halt the attention of the reader.

In one of the ordinary-sized Sunday papers sent out from the metropolis there are twice as many words as are found in the most complete dictionary. Allow two thousand words to the column and 200,000 words as representing the contents of a dictionary and the calculation is simple. The Century dictionary has about 250,000 words, but fifty thousand of these, it is fair to estimate, are technical or obsolete terms included for no practical purpose.

It may be news to many that there are only two dailies of any importance in the United States that are not printed on wood. Yes, if it is surprising to you, The Tribune this morning, tangibly speaking, is—minus the ink—nothing more or less than pure, unadulterated poplar.

One of the chief causes of concern to the federal and state agricultural departments is the devastation of forests consequent upon the inroads of paper manufacturers. The upper part of New York state, Maine and Canada are giving up from their timber lands, poplar principally, but also some other woods, sufficient to make three thousand five hundred tons of white paper every day.

This wood is ground into pulp, spread into sheets, run through compressing rollers until it is of the proper thickness, or rather thinness; carried over steam-heated rollers which dry and bake it and then wound on spindles ready for shipment. Eighty-five per cent. of the wood goes into the paper machine without being treated in any way, shape or manner. Fifteen per cent. is integrated by sulphuric acid so that the fibres are retained intact. This fifteen per cent. holds the other eighty-five per cent. together. No rags are used whatever, and old newspapers cannot be worked over into pulp for white paper making because of the expense



*Interior View of Business Office.*

attached to removing the ink. Clean white paper, such as the remnants of rolls from press rooms or rolls that become damaged without being soiled, can be and are used in reinforcing the sulphite wood in furnishing a knitting fibre for the pulp. Old newspapers which escape destruction are used for packing purposes, or in a small way in making the cheapest kinds of colored paper. Rags are not used in paper making nowadays. Book and writing paper manufacturers, for the most part, use "clippings" from linen mills or waste from cotton factories. There is also a finer quality of paper for newspapers made from seventy-five per cent. of wood pulp and twenty-five per cent. of cotton waste. The Chicago Record-Herald and New York Evening Post use this grade of paper.

As intimated above, the present production of white paper for newspapers in the United States is three thousand five hundred tons a day, seven days in the week. The New York Journal alone uses one hundred and twenty-five tons a day. In Scranton there is three times as much paper used as

there was ten years ago. The paper bills of any one of the great dailies of the United States runs into a small fortune in the course of a year. According to an authentic statement, recently published in New York, there are eight daily papers in the country, each of whose annual expenditure for white paper exceeds \$200,000. Together they spend annually more than \$3,500,000 on this one item.

Localizing always adds to the interest of a narrative, and taking it for granted that this rule obtains with especial force in a story of this kind you are invited to attend a twenty-four-hour excursion through The Tribune's field of activity.

Bright and early in the morning, just about as the carrier boys are reaching the terminals of their routes, the business office is opened and the manager with his corps of assistants enters upon the task of preparing for the next day's issue. A mass of mail has to be read and answered, the advertisements which appeared in the day's issue must be checked off and entered, the advertising and subscription solicitors are to be instructed and sent out, and while attending to these and a thousand more details the heads of departments must keep constantly figuring on how the paper can be improved, more business secured and new and attractive ideas introduced.

Shortly after noontime the editors assemble to consult on the "make-up" of the next day's paper and other matters falling within the domain of the "up-stairs." The city editor must look ahead fifteen hours and give an estimate of how much space the local news will demand. He always allows a few columns for unexpected "big things" and as the afternoon and night goes by he keeps tabs on the amount of "copy" sent out and amount yet in sight so that when it

comes time for "making up" he will have so regulated the contributions to the space reserved for his department, that there will be not much too much and never too little "composition," or setting of type. Of the telegraph and correspondence editors this same holds good. They, however, can more readily estimate with comparative accuracy what they can expect from the news sources in their departments, for the press association or correspondents with whom they have to deal are wont to contribute about the same quantity of matter each night, doing their own sifting, instead of having it done for them by the editor.

If the city editor can marshal a more imposing array of important matters that have to be covered than the telegraph and correspondence editors are expecting to come in from the outside, the city editor is given the lion's share of the available space. If something big is scheduled to come from the outside, the local department must content itself with a modest demand. The editorial writers do not need to figure in this contest for recognition as their space is fixed. If they have more subjects than is usual to treat of, they condense their articles. The editor-in-chief must concern himself in the "fight for space" in the capacity of arbitrator and adviser. The size of the paper is, of course, decided upon before the apportionment of space is begun, but it not infrequently happens that within a few hours after the allotments have been made the business manager comes along with the announcement that unlooked for advertising will make an extra sized paper necessary and the apportionment must be all gone over again, while the order to the writers and copy editors to "hold everything down" is superseded

with one to "give 'em all they're worth." Then the news editor is off to his desk to indite letters to his corps of correspondents calling their attention to derelictions, advising them of something special the paper wants them to look after in their respective territories, or answering their inquiries as to how the paper wants this, that or the other thing treated.

The city editor busies himself with his assignment book while the reporters are assembling and at two o'clock has mapped out enough work to insure the filling to overflowing of the space he has been allotted. From an entry made in his memorandum book, possibly three months before, when he first learned of it, he is reminded that the case of Smith against Jones, et. al., is to be argued that day, and from some nook or cranny in his mental storehouse he draws forth the



*Business Manager's Office.*

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remembrance that in this case, with its innocent-looking title, an important question relating to coal lands is wrapped up, and the court reporter is accordingly instructed to "give us a good story on it." From the exchange editor, who is in the adjoining room, industriously scanning the big pile of papers that grows bigger with every mail, the city editor receives a "clipping" from the Conshocken Angleworm in which it is set forth that an unknown man found dead in the village tavern had a hat bearing the trade mark of a Scranton store.



*Office of the Editor-in-Chief.*

The police reporter is given instructions to "get at the bottom" of the case, and out he goes to clear up the mystery. The city hall reporter must be reminded that two long and important communications are expected from the recorder and city solicitor at the council meeting that night and if possible he must get them in advance for early copy, to help guard against the congestion invariably experienced about midnight. A "rover," who is usually one of the oldest men on the staff and thoroughly acquainted with the policy of the

paper, is turned loose with the explanation that he will find what is doing in a political way and if any persons of importance are at the hotels, "get next" to them and find out "what they are up to."

From two o'clock until five the reporters are scurrying hither, thither and yon, conducting some special investigation or exercising their generally accredited sixth sense, scenting the elusive news item in the field to which they are assigned. From five o'clock on, they commence to come in with what they have succeeded in bagging. A comprehensive outline of the story is given to the city editor and he indicates the size and style of story he would have produced from it. Until eight o'clock the reporters are busy grinding out copy and turning it over to the city editor, excepting for a brief period for supper, and at eight o'clock all hands are supposed to be on duty again to receive new assignments. Oftentimes a reporter will receive instructions at night to completely ignore the evening's assignments, which had been given to him in the afternoon, and take up some new and more important line of work. The first assignment, in that case, will be dismissed with a note to the effect that the meeting took place or something of that sort.

The city editor is expected to go over all local copy, even after it has been edited by a copy reader, and then pass it out to the composing room. The linotype operators begin to work at 6:45 o'clock and as each of them can do the work of about five men, it can be judged that it keeps the office devil on a lively jump carrying "stuff" from the hooks on the desks of the editorial writers, city editor and news editors to feed the capacious maws of the five machines with which the Tribune linotype department is equipped.

Telegraph  
Operator.



Smith—

of Charities Meeting, Fires.

Jones—City Hall, Board of Trade, Government Building, Weather Bureau, Architects' Offices, Real Estate Offices, Council Meetings.

Brown—Court House, Interviews, Politics, Hotels.

Robinson—Industrial Notes, Depots, Strikes, Pay-days.

These, it must be remembered, are only the standing assignments. Each man can be counted upon to have anywhere from one to half a dozen assignments with which to fill in the leisure (!) that his regular work allows, and he must also be counted upon to bring in and write up unexpected happenings that cannot be "assigned." There might have been, at one time, when the town was small, a class of newspapermen whose day's work had as its bright, particular achievement an exclusive personal about some distinguished "mixologist" having returned from a "delightful sojourn" at Coney Island and Far Rockaway, but the march of progress has made him *rara avis*; in fact, he is so seldom encountered that he can be considered extinct. Your modern reporter on a paper like The Tribune gathers and writes

One means a layman has at hand for gaining some practical idea of what effort enters into the make up of the local pages of a newspaper is to follow the work of a reporter in handling some item you, yourself, furnish and then go over the paper carefully with the idea in mind that each item, probably, cost the same effort. Some required a greater expenditure, some less, but a satisfactory average can be gained in the manner here indicated.

The idea that the life of a reporter is a sweet, long-drawn-out succession of excursions, theatricals, banquets and hotel openings, which by some unwarranted reckoning obtained quite generally with even others than the "dumb, unthinking gallery," is now happily, almost wholly dissipated, and the reporter is regarded rightly by practically all for whose regard he cares a rap. Here are a few sample bricks of what constitutes a day's employment for the man, whom some thoughtlessly thought—to use a harsh paradox—was spending his afternoons lolling around the street corners or hotel corridors and enjoying his evenings at some theatre or swell banquet :

Police Stations (2), Hospitals (4), Aldermen's Offices (5), Coroner, County Jail, Board



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News Editor.

from two to four columns of original news daily and when he has done this he has had no time, even though he might have had the inclination, to take on anything else.

The industry employed in making the local pages of The Tribune is duplicated in an appropriately less elaborate scale in every town within its sphere of influence. At Carbondale, three men cover the happenings of the day under instructions

the alert for everything in the way of happenings that will fit in a complete newspaper.

These correspondents send daily letters by mail covering the routine of the day, and at night inform the office by phone or telegraph of any important late happenings. The telephone has this territory so thoroughly covered now, that it is the chief means of transmitting news by wire. The

extent to which The Tribune makes use of it is shown by the fact that it has eight phones in its offices, and as the operators will probably attest, those that are in The Tribune's news rooms are the most frequently used of any in the city. A private system of phones and speaking tubes connects all the various departments from the top floor to the basement.

Early in the evening, generally at 6:45 o'clock, the Associated Press begins sending its record of the day's happenings, beginning with bulletins of important events, which will be treated at length later, following this with the market reports and then continuing until three o'clock in the morning with concise, carefully prepared and unquestionably accurate stories of everything worth noting that has happened anywhere in the world since the time the service shut down at three o'clock a. m. the preceding night. The usual quantity of matter sent out by the Associated Press on one night is from 20,000 to 35,000 words,

or enough to solidly fill two pages of The Tribune. Of course, a good deal of this matter is not used, as some of it is a duplication of matter which the paper's special correspondents cover, and more of it is discarded because, in the judgment of the news editor, it is not of sufficient interest to this locality to give it the space its size demands. Despite the



*a Section of the Local Room.*

to surpass the local papers no matter what the cost may be. At Pittston and all the intervening towns up the whole length of the valley, and at all the villages along the line of the Delaware, Lackawanna and Western from Stroudsburg to Hallstead and, in fact, at every town of any importance in Northeastern Pennsylvania, a Tribune correspondent is on

fact that the Associated Press aims at condensing an item as much as is possible without weakening it, not a little of the matter coming over its wires is trimmed down by the news editor and made into a "note" or mere announcement, with all minor details left out.

Between editing the telegraphic and mail correspondence the news editor's department is kept as busy as a beehive from 6:30 till the paper is "up." A messenger boy carries the copy to him sheet by sheet as it is received off the special wires and transcribed on a typewriter by the expert press operators. Another boy meets

trains and trolley cars and keeps running to and from the postoffice hourly to gather up the correspondence coming from nearby towns. Western Union and Postal boys dodge in and out (they move when they have press dispatches) with queries from "specials," answers to the queries, or articles that have come in response to orders contained in these answers. On top of all that these three sources dump on his table the news editor has to deal with the mass of stuff that comes by phone from out of town and which is taken down and written up by an assistant. All this matter must be edited, headed and assigned to its proper department.

Every line of it must be scrutinized closely because the out-of-town correspondents from time immemorial have refused to become acquainted with their paper's policy and style and, unless their copy is religiously gone over, the paper will be printing something which will bring to the news editor's desk, the next morning, a copy of the paper with the violation marked in blue pencil and a comment on the margin

to the effect that this sort of thing is liable to get the paper into all kinds of trouble, or something equally as pleasant.

The news editor must necessarily be in close touch with all that is transpiring in the outer world, and especially essential is it that he should have an intimate knowledge of all public men. This is true for various obvious reasons, but particularly is it demanded by his duties as editor of telegraph copy.

Press operators are unusually intelligent men and exceptionally expert telegraphers, but they fall into the

habit of doing their work more or less mechanically when the 'wee sma' hours come along, and the consequence is that they are liable to make some error in their hasty translating or transcribing, which, if not corrected, will make an article unintelligible or possibly ridiculous.

The Associated Press operators send and receive by a code. The average railroad operator could no more take a press dispatch than fly. A regularly employed Associated Press operator, receiving from one of the experts at the headquarters in Philadelphia or New York, must elaborate the message fully forty per cent. as he takes it from

the key and transmits it to the typewriter. An ordinary report of the routine of a session of congress, for instance, is fifty per cent. abbreviations and signs as it goes over the wire. Here are a few messages as ticked from the key and following them are the translations as they come from the type-writing machine, operated by one of the expert telegraphers of the Associated Press corps:

Wshn, 3, add sa. At 2 oc tsp t sa kaw.



*The Society Editor.*

Washington, March 13 (add Senate).—At two o'clock this afternoon the Senate adjourned sine die.

(kaw is the sign for "adjourned sine die.")

T pr, hvr, ixu, gave no di intimatn o hs purpose to apt a skr to Col Evans.

The president, however, it is understood, gave no direct intimation of his purpose to appoint a successor to Colonel Evans.

(ixu is "it is understood.")

Hazleton, Pa. 13. T scd dy f miners con ws msy tkn up w xkv sessns, & t bz transacted in tm hnb divulged. T rot com on credentials shows t atc of 6hnd delegates, repg 318 local unns, af ko

Hazleton, Pa., March 13.—The second day of the miners' convention was mostly taken up with executive sessions, and the business transacted in them has not been divulged. The report of the committee on credentials shows the attendance of 600 delegates, representing 318 local unions, as follows:

(rot—"report of the.")

(t atc—"the attendance.")

(a f—"as follows.")

(ko—the punctuation mark ":",.)

Harrisbg 13. T sa met at fr oc tsp & disposd o cdrl bz jn its 2 hrs sessn

Mr Fox, o Dauphin, rqd fvby g com on pu grs & tb pvig ft cmptn f sta capitol blg, as amended. T adts rdu t amt o money ncy to compt t blg fm sx 6 myn to sx fv myn, & limit t lf f comm in chg f kxn f blg to Jan 1, 1905, wn t structr mstb finsd.

Harrisburg, Pa., March 13.—The senate met at 4 o'clock this afternoon and disposed of considerable business in its two hours session.

Mr. Fox, of Dauphin, reported favorably from the committee on public grounds and buildings the bill providing for the completion of the state capitol building, as amended. The amendments reduce the amount of money necessary to complete the building from \$6,000,000 to \$5,000,000, and limits the life of the commission in charge of the construction of the building to January 1, 1905, when the structure must be finished.

Princeton, nj 13. Wn invud tni bi t Asd Press crpt, expr cleve md tf stam q deth o former pr harsn ko

qn I am xcdgy mvd bj t sad inteligence o mr harsns deth, for, nwg t late discouragg rps of his cnd, I hpd hs lf mite yet b spared. No i o our coumen sd fo a mom fl to rlz t svcs wh hvb pfmd in th bhf bi t distingshd ded. In hi pu ofs he ws guided bi patriotism & dvon to du, often at t sacrifice o temporary poulrty, & in pvt stan hs inf & examp were alwas d djn o decency & gd cznsp. Sh a career & t incidents rld to it sd lv a deep & usefl imprsn uon ey sec o our nal lf. qj

Princeton, N. J., March 13.—When interviewed tonight by the Associated Press correspondent, ex-President Cleveland made the following statement on the death of former President Harrison :

"I am exceedingly moved by the sad intelligence of Mr. Harrison's death, for, notwithstanding the late discouraging reports of his condition, I hoped his life might yet be spared. Not one of our countrymen should for a moment fail to realize the services which have been performed in their behalf by the distinguished dead. In high public office he was guided by patriotism and devotion to duty, often at the sacrifice of temporary popularity, and in private station his influence and example were always in the direction of decency and good citizenship. Such a career and the incidents related to it should leave a deep impression upon every section of our national life."

(qj—quotation marks.)

Fm i wo ws pt at t dethbed iw lrnd 5 aljns o cruelty & jsc deal ot by Eg to t Boers in thr struggle fo liberty hdb a sj for thot d mind o Gen Harsn.

From one who was present at the deathbed it was learned that the allegations of cruelty and justice dealt out by England to the Boers in their struggle for liberty had been a subject for thought in the mind of General Harrison.

Pittsburg, 13. Two kmns fm Andrew Carnegie, wh r ofly md pu tni, tell f steel kings retiremn fm acv bz lf, & o hs donatn of sx fv myn ft endowmt o a fund for superannuatd & disabld employes f Carnegie cmp.

Pittsburg, March 13.—Two communications from Andrew Carnegie, which are officially made public tonight, tell of the steel king's retirement from actual business life, and of his donation of \$5,000,000 for the endowment of a fund for



*The Mergenthaler Linotype Machines.*

superannuated and disabled employees of the Carnegie company.

Not the least industrious of the men in the "upstairs" department are the editorial writers. They do not work with the rush and bustle that characterizes the activities of the men in the news rooms, but they are employed every moment of a full day, and their responsibilities are quite as exacting as those of any head of department. A man who is capable of writing an editorial is supposed to be able to know and observe the policy of the paper for which he writes, and thereby relieve the editor-in-chief of the responsibility for utterances not in consonance with the paper's policy. For this reason they must do their work carefully and deliberately and to do this they must take time. Their work, also, requires exten-

sive preparation. The ideas they set forth in a short editorial paragraph call for as much labor in the way of preparation as does the gathering of the facts that go into a news item. It is not sufficient for an editor to get an idea and spout it. He must prove himself to his own satisfaction, at least, and to do this he must conscientiously seek and weigh the opinions of other men on the same question, set his own opinion up against theirs and settle any issue that may thereby arise by an argument in which he assumes both pro and con.

This qualification, to be attained, necessitates universal reading; not scanning of books and newspapers, but thoughtful reading and research. An editor must know everything and know it well. He must be ready to cross pens

with any opposition on any question, be it in the domain of politics, religion, natural science or farm fertilizing. In a word he must be able to lead thought.

The modern editor, especially if he is a chief editorial



*Where the "Forms" are "Made Up."*

writer, the one who does the bulk of the writing, minimizes as much as possible the time devoted to the actual writing of his articles. You will find him in The Tribune office along towards the close of the afternoon, with a few sheets of notes in his hand, his heels up on his desk, a pipe or cigar in his mouth and his eyes fixed on the ceiling, while, with the aid of a stenographer, he constructs with the rapidity of ordinary conversation those nicely turned sentences, euphonious phrases, and easy, graceful sequences of ideas, that one not



*The Newspaper Press.*

given to this sort of thing, day in and day out, would not want to contract to duplicate in much less time than a full day. The amanuensis transcribes his notes and returns them to the editor for correction, after which they are sent out to the composing room. In the case of a particularly important utterance the editor will read the proof himself. Ordinarily, though, the proof reader must see to it that the type setters do not make the editor say something which is just the opposite to what he intended should be said.

About eleven o'clock at night the managing editor satisfies himself that everything is sizing up all right and goes his way leaving the management of the paper for the rest of the night with the heads of the departments.

Half of the paper is by this time set up and the foreman of the composing room can commence work on his "forms." About midnight the first pages ready for the press are sent down to the press room and the stereotypers begin their work. By the time they have one plate finished and fixed on the press another is ready up stairs, and by the time the last page is "up" everything else is out of the way, and before the type setters are through "washing up" the "devil" is coming up the elevator with a bundle of papers for them.

Everything is timed to the minute and every move must be with clockwork precision. The mails have to be prepared and rushed to the railroad station and in some instances the margin of leeway is not five minutes.

The mails must not be missed, and, that there shall be assurances they will not be, the work of every department is done under a prescribed time schedule from twelve o'clock on.

The city editor is expected to have everything except stories of late happenings cleared up by twelve o'clock. The correspondence and telegraph, except what is being received at the time, is supposed to be out of the way by one o'clock. By two o'clock the paper should be ready to go to press, so that nothing remains to be handled excepting the most important items that come in between that time and three o'clock at the latest. If anything "big" happens along after two o'clock, a mail edition is gotten out, and, when this is run off, a page is lifted, the late item is substituted for some less important one, and a new edition is printed. As a rule, The

Tribune prints not less than two editions, one of them being the special Carbondale edition. In the other edition only such Carbondale items as are of general interest appear.

On not infrequent occasions, a special late edition is made necessary by some important happening in San Francisco or other points in the far west. When it is one o'clock a. m. in Scranton it is ten o'clock p. m. on the Pacific coast. When the big pugilistic battles occur in San Francisco it is usually 1:15 before the bulletin comes that "the men have entered the ring," although at the latter hour in San Francisco the contest will be ended and the crowd dispersed.

This incongruity is the more apparent in cablegrams from the Old World. The Tribune often contains items which happen in London after the hour at which The Tribune goes to press.

What is undoubtedly the most interesting feature of The Tribune's mechanical end is the composing room. It was interesting in the old days when type was set by hand, a letter at a time, and at the rate of about a thousand "ems" an hour. But today it is not only a place of interest but actually of marvels. The Mergenthaler linotype machine (of which there are five in The Tribune plant) is one of the most wonderful pieces of mechanism that has ever been produced. It is as nearly human in its action as is possible for a machine to be. The operator works a keyboard similar to that on a typewriter and the linotype machine does the rest.

Everything is automatic. It can do the work of five or six men, do it much better than the men could do it by hand, and decreases the cost of composition very materially.

The linotype machine is almost an automaton. It per-

forms a dozen different feats, but only two of these are directed by the operator. He plays a keyboard which releases the letters, and moves a lever which allows the machine to perform one of its otherwise automatic functions.

It is a type-making rather than a type-setting machine. Set atop the machine on a slant is a reservoir containing type-moulds, each about an inch long, half an inch wide and



Where the "Forms" are Stereotyped.

of the thickness of a half dollar. The operator touches a key and the little flat mould slides down and takes a perpendicular position in the assembler. Notches regulate the course it travels on its passage out of the reservoir into the assembler and later on through the gate which allows it to drop back into its proper channel in the reservoir. Other keys are touched and other type-moulds come sliding down

and take their places along-side of the first until they make the width of a column. The spacing is done by means of a thin contrivance made in two parts, the one sliding along the other, which when elongated widens the portion extending through the type-molds and tightens them up, causing them to make the exact width of a column.

The type-moulds forming a compact line make a line-

enough metal into the slit to make a line of type of the width of the mould and the depth and thickness of an old-fashioned piece of type. The product, a solid line of type, is held in the disk just long enough to cool and harden and then, with a half revolution, the disk takes the line away from the type-moulds and deposits it in a "stick" in its proper position beneath the line that was moulded just before it.

The spaces are pulled up from between the type-moulds and carried back to a receptacle just above the assembler to do similar duty for a succeeding line. The type-moulds are picked up by a long arm with a hand and fingers attached and carried to the top of the reservoir, where they are fed by this same hand to a long screw which carries them along till they reach their respective gates and "chuck!" they disappear into their proper channels when their turns come.

To describe the operation of this marvelous machine in technical terms would be futile. To give even an idea of its process in the primer-style essayed above is almost futile. The only way to gain an adequate idea of its workings is to see it work, and this can be done at any time of the day or night at The Tribune building, excepting between the hours of 3 and 8 a. m., and 4 and 6:45 p. m., when as a general thing the machines are idle.

All the type set for the printing of The Tribune, excepting that which appears in space advertisements and the larger of the two styles of type used in the display heads, is set by the machines. Any machine can be adjusted to set any ordinary kind of type by simply changing the reservoir and making a few readjustments in the mechanism.

The Tribune has an operator who can set 10,000 "ems"



*The Tribune's Carbondale Office.*

mould, the depressions in which the type-moulds are cut being in perfect alignment. When the line-mould is thus assembled and tightened, a movement of a lever allows the machine to pick it up, carry it off to the left and plant it against a disk, with its line of letter moulds blocking a slit, extending through the disk to an injector which takes up molten lead from a constantly boiling pot, and shoots just



*The Tribune's Job Department - Press Room.*

an hour. The average speed is about half that rate. If the more expert operators were paid the price that obtained for hand-setting they could make \$20 a day without exerting themselves. They are now paid a fixed price a day with extra allowances for working more than eight hours.

The composing room of The Tribune is on the third floor, just to the rear of the editorial rooms. A boy is kept on an almost constant move between the two departments, carrying copy from the editorial and news rooms to the composing room, and bringing back proof sheets from the composing room to the proof reader's table.

As soon as a column of type is set and the heading adjusted a proof is taken and conveyed to the proof readers. They go over it carefully to discover any typographical or orthographical errors, or possible mistakes in grammar or rhetoric. These they mark for correction, using a code which is practically the same in all newspaper offices. The corrections are

made by resetting the lines in which errors were found and another proof called a "revise" is taken and given to the proof readers. They compare the revise with the first proof to see that all the corrections were made and then proof-read the revise to make assurance doubly sure.

The head of the department from which the news emanated is furnished with a revise and when he puts his "O. K." on it, after satisfying himself that it is "O. K.," the type is turned over to the foreman to be put in the "forms" in which the pages are made up. These forms are bound in steel chases which have an adjustable base and side by which they can be made to hold the page of type firm and straight.

When a page is made up and locked, it is carried on its own "turtle"—the wheeled table on which it was made up—to the elevator by which it is lowered into the stereotyping department. The turtle is wheeled alongside a steam table and the form is slid off the one on to the other. Sheets of fine, moist tissue paper, a few

*Composing Room.*



*The Superintendent's Office.*



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inches longer and wider than a page, and making the thickness of a piece of extra heavy card board are laid on the face of the type. With a stiff-haired brush this plastic paper is pounded vigorously until it has taken the impression of the page. Then a powder, the ingredients of which are known only to stereotypers, and without which the stereotyping could not be successfully accomplished, is spread over the moist tissue paper to give it a "backing" and make it stiff and durable. This being done the form and its paper-mache covering is covered over with a blanket and down on top of it is brought a heavy pressure, furnished after the manner of letter-presses, and, while thus compressed, is subjected to a ten-minute cooking by turning steam into a reservoir beneath the table on which it rests.

When released the paper-mache is found to be a thick piece of card-board bearing an impression of every letter, rule and illustration that appeared in the page. This is what is called the matrix. The type in the page having been set up from right to left, the impression in the matrix is from left to right, or as the letters appear in the newspaper. The matrix is trimmed and set in a semi-circular mould into which molten metal is poured. The result is a semi-circular plate with the letters reading backwards. This mould is trimmed up and fitted into its appropriate place on one or the other of the cylinders of the press ready to give its impress to the roll of paper that will soon be passing over its face as it whirls round and round so fast that it is impossible to distinguish any of its type.

When the eight, twelve, sixteen, twenty or twenty-four page-plates are adjusted, the press is threaded with enough of the sheets of white paper from the three miles of it on the rolls at either side to carry the forward ends over the cylinders, across the cutter, against the paster, into the folder and up to the counter. A lever is touched and the thousand and one different parts of the big mass of mechanism are set in motion. Gradually the speed is increased until the desired rate is attained and from that time till the edition is printed the pressman has nothing to do but keep an eye on the ink

to see that it is being properly distributed from the wells to the rollers and from the rollers to the plates. So nicely are the parts adjusted that the paper is carried through its many windings without being torn. The only stop necessary is when a "roll" of paper plays out and another has to be put on. This operation requires less than a minute's time.

As the printed, cut, pasted and folded papers emerge from the press, separated in packages of fifty each, a boy gathers them up and carries them to the table where the circulation men are waiting to make up the bundles for the mails and the carriers. As fast as the bundles are made up and labeled they are loaded into wagons and rushed to the railroad stations or the nearest street intersection at which the trolley cars can be reached. At the stations along the line of the steam roads and at the towns and villages reached by the trolley roads, agents of The Tribune are waiting when the bundles arrive and as papers are tossed off the cars, these agents open them up and distribute them to carriers. The city carriers are started out as soon as the mails are disposed of, and by seven o'clock every subscriber within convenient reach of Scranton is served with his Tribune. In some of the towns located at long distances from the railroads the papers are delivered by mounted carriers. The cost of printing and delivering these papers is easily one hundred times greater than what is received for them, but that is never taken into consideration by the modern newspaper. If you want the paper it's yours, no matter what it may cost to get it to you.

Thus the paper of today is still being delivered when the work of making the next day's paper is being begun, and, so, the whole twenty-four hours are occupied in the tireless, unceasing and expensive efforts that go into the make-up of the indispensable article that you sometimes hesitate to pay two cents for.

To say a small army of men is engaged in the making of a newspaper is a very easy-going sort of a declaration and, while true, does not mean much. To get down to actual facts and figures, The Tribune regularly carries on its pay rolls one hundred and thirty employees, exclusive of carriers

and out-of-town distributing agents, who when added would run the total up into hundreds. Here they are :

#### BUSINESS DEPARTMENT.

O. F. Byxbee, General Manager; Berton E. Fister, Book-keeper; Alfred John, Cashier; Thos. J. Williams, Stenographer; Elmer Jenkins, Subscription Clerk; Albert Grier, Messenger; Howard Davis, Advertising Manager; E. L. Hatfield, Manager Out-of-Town Circulation; Wm. V. Griffiths, Collector; E. W. Snyder, Collector; W. J. Morgan, Collector; B. T. Brown, Collector.

#### EDITORIAL DEPARTMENT.

Livy S. Richard, Editor; E. T. Sweet, Associate Editor;

*One of the  
Ruling Machines.*



James F. Mitchell, City Editor; Mrs. C. B. Penman, Society Editor; T. J. Duffy, Reporter; W. R. Hughes, Reporter; John P. Toohey, Reporter; Leon Levy, Reporter; H. M. Bone, Reporter; Edgar Sanders, Reporter; Joseph Albrecht, Reporter; C. R. Jones, Reporter; George W. Smithing, Proof Reader; Edward Murray, Messenger.

#### LINOTYPE DEPARTMENT.

O. F. Leeds, Superintendent; Charles L. Auer, Linotype Machinist; A. T. Stover, Operator; R. Kohnstamm, Operator; Cyrus G. Evans, Operator; Anthony Malia, Operator; Isaac Harris, Operator; Benjamin F. Moore, Operator; Joseph Bat-

*The Tribune  
Bindery*



*Stitching and Folding  
Department.*



*A General View  
of the Bindery.*

tle, Operator; Louis N. Connor, "Ad" Man; William Evans, Apprentice; Philip Hughes, Apprentice.

#### JOB DEPARTMENT.

W. W. Davis, Superintendent; L. H. Casterlin, Foreman; Daniel J. Reese, Compositor; Tallie M. Evans, Compositor; John P.

McNulty, Compositor ; Edward Jacobs, Compositor ; Edward A. Hunt, Apprentice ; Edward Jones, Messenger ; Frank Beck, Pressman ; Alfred John, Assistant Pressman ; Arthur Lang, Assistant Pressman ; Frank Demuth, Feeder ; William H. Swift, Feeder ; Bernard T. McNulty, Feeder ; William Reese, Feeder ; Harry Reese, Feeder ; John Davis, Feeder.

#### BINDERY.

G. F. Schwenker, Superintendent ; Henry Schwenker, Binder ; Samuel Wallace, Ruler ; Herman Schwenker, Apprentice ; Howard Gleason, Apprentice ; Margaret Fadden, Stitcher ; Louisa Blatter, Stitcher ; Eliza Jones, Stitcher ; Alvina Smith, Stitcher ; Cora Dietz, Stitcher.

#### NEWS PRESS ROOM.

Peter N. Haan, Superintendent ; Joseph Smith, Stereotyper ; Will Thompson, Stereotyper ; Garfield Thompson, Helper.

#### MECHANICAL DEPARTMENT.

LeGrand Wright, Chief Engineer ; Fred Reber, Engineer ; James Jeremiah, Janitor.

#### CIRCULATION DEPARTMENT.

John Crane, Circulation Manager ; Will Gearhart, Mailer ; Edward Shopland, Mailer.

#### OUT OF TOWN CORRESPONDENTS.

W. B. Evans, Pittston ; A. A. Brown, Factoryville ; C. E. Whitney, Susquehanna ; Gertrude Voyle, Olyphant ; W. H. Dermody, Jessup ; Wm. Haughton, Jermyn ; George W. Decker, Honesdale ; Agnes Morahan, Avoca ; F. T. Gelder, Jr., Forest City ; George H. Frazier, Montrose ; Ruth Johnson, Nicholson ; Melia Brown, Hopbottom ; Jessie C. Kinner, Tunkhannock ; W. J. Broad, Peckville ; Rev. P. R. Tower, Thompson ; S. Bruce Chase, Hallstead ; Miss Lou Rogers, Harford ; E. Bailey, Waverly ; S. O. Culver, Springville ; Maude Trumbull, New Milford ; Agnes Watts, Moscow ; Gertrude Waldie, Brooklyn ; Charles Gallagher, Minooka ; Mrs. Charles Snyder, Moosic ; W. C. Knapp, Hawley ; G. M. Tingley, Wyoming Seminary ; Duane R. Dills, Duryea ;

Evan Evans, Taylor ; Rev. R. Thompson, Dalton ; Rev. J. J. Jenkins, Uniondale ; John Moran, Archbald ; A. A. Davis, Clarks Green ; W. D. Smith, Clarks Summit ; Mrs. Buckingham, Elmhurst ; Wm. J. Boyce, Co. K 19th U. S. Infantry, Philippine Islands ; Fannie Field, New York City ; E. W. Gaylord, Towanda ; C. B. Kellar, Stroudsburg ; Mrs. Elizabeth Hines, Wyalusing ; F. M. Lynch, Tobyhanna ; Miss L. E. VanHosen, Lake Ariel.

CARBONDALE BUREAU.—E. L. Hatfield, Manager ; Martin O'Malley, Assistant Manager ; Herbert Histed, Clerk.

NEW YORK BUREAU.—S. S. Vreeland, Manager.

WASHINGTON BUREAU.—William R. Bell, Manager.

HARRISBURG BUREAU.—T. J. Duffy, Manager.

#### *The Tribune's Carbondale Office.*

The Carbondale branch office of The Tribune is situated in the business centre of the city, diagonally opposite the postoffice and city building and opposite beautiful Memorial Park. The Burke building, in which the office is located, is the largest office structure in the city. Two connecting office rooms on the first floor are utilized. These rooms are well lighted, heated and ventilated and are without doubt the finest office rooms in the city, overlooking Memorial Park and Main street.

This branch office was opened on October 27, 1900, and on October 29 the first issue of the Carbondale edition was printed. With so little ostentation had the new idea been allowed to develop that the majority of the people of the Pioneer City did not know that a large department of the paper had been given to their news until the Carbondale edition made its first appearance on the street on Monday morning, containing among other features of exclusive news, a full report of the mass meeting that had been held the Saturday night previous in favor of the city owning its own water plant, a question which the citizens were deeply interested in and which was to be voted on at the coming election. This news was printed at least nine hours ahead of any other account

and caused a large sale of the initial number of the Carbondale edition.

The record for publishing the happenings of the day in



*The Large Corliss Engine.*

advance of the other papers has since been sustained. It has been years since Carbondale has had a morning newspaper with the full news of the city therein, and the innovation has been enjoyed, and the Carbondale edition is now one of the institutions of the city.

On November 6, the night of the election of McKinley and Roosevelt, returns were received by private wire direct from the home office and displayed by means of a stereopticon in front of the Burke building. This was the first time this method of bulletining election

returns, was ever tried in Carbondale by any newspaper, and it proved to be a very successful means of introducing the fact of the establishment of the paper's branch. An immense throng crowded Sixth avenue and Main street until late at night and the next day there was an immense sale of The Tribune on the streets of the city.

The growth of the circulation of the Carbondale edition has been steady and constant. At the time of its establishment one newsdealer handled all the copies sold in the city. Now there are five dealers delivering the paper to regular subscribers, beside the copies that are delivered from the office in the Burke building. A quantity of advertising is also finding its way into the columns set aside for the Carbondale department. An organized system of canvassing has resulted in making the paper known in every house in the city.

*Where the Steam is Generated.*



It is no longer necessary for Carbondalians to wait until the next evening to learn the full details of important councilmanic, school board, poor board and other municipal meetings of the previous night. These can be perused at breakfast time the next morning, nine hours before they used to be. Besides that, social events, meetings of fraternal organizations and oth-

er news are adequately described a few hours after they have taken place, the Carbondale edition thus filling fully the need of a morning paper for Carbondale.

### *A Complete Job Department.*

The job printing department of The Tribune has won such a reputation for the excellence and despatch of its work that for a good part of the year it has to be kept in operation both day and night to keep up with its orders. Twice within a period of five years has it been found necessary to enlarge its capacity by extending its floor space and increasing its presses and stock. Even with the latest enlargement, the addition of a wing 40x15 feet, there was still a demand for more room, and a part of the basement was seized upon for storage purposes.

Large business concerns which formerly sent their work to New York and Philadelphia are now patronizing The Tribune's job department, and declaring that they are having their work done better, cheaper, quicker and in every way more satisfactorily than before.

There isn't anything in the printing line The Tribune is not ready to undertake from a dollar-a-thousand dodger to the finest kind of engraving and lithographing.

Before The Tribune established in Scranton a first class job printing plant, it was a matter of much concern to lawyers to have their paper books and equity bills gotten out in time to be available in court. Now they leave their copy at The Tribune office on their way home in the afternoon, and the next morning, upon their arrival at the office, they find the work has been delivered. This is made possible by the fact that The Tribune has special reservoirs of type for doing book printing with the aid of the lightning-speed linotype machines. The Tribune is ready to contract at any time, no matter how busy the season, to print a one hundred page book in a day.

There are three large cylinder presses, four job presses, and a forty-inch Brown & Carver paper cutter, one of the best and most expensive machines made. Fourteen alleys of type cases, each case filled to its capacity with various fonts of type, comprise the composing paraphernalia. W. W. Davis, who has had an experience of a quarter of a century as a job printer, is the superintendent of this department.

### *The Tribune Bindery.*

An important adjunct of every complete newspaper plant is a bindery. The Tribune has one which rivals that attached to any newspaper in the state and which is not equaled in size and completeness of equipment by any other in these parts, or, in fact, in any city, outside of Philadelphia and Pittsburgh.

Book-binding has made rapid strides of late years in the matter of mechanical appliances. Until recently most of the work was done by hand or on slow-going foot-power machines; now the bulk of the work is done by machinery. Not long ago all stitching of books, pamphlets and the like was done by hand with needle and thread; now it is done by a machine with wire. The largest of these machines in The Tribune bindery will stitch books as fast as an operator can place them under the needle. It will force a wire of less weight than an ordinary pin through three-quarters of an inch of the metal of which type is made. It is a simple contrivance but the ingenuity of its inventor must be rewarded to the extent of \$400 when one of these machines is purchased. It is the only machine of its kind in use in Pennsylvania outside of Philadelphia.

A power embossing press, two paper cutters and two large ruling machines of the latest pattern are included in the equipment of The Tribune bindery.

The bindery employs fifteen hands and is in charge of G. F. Schwenker, who has been with The Tribune since its first issue, and who has had twenty-eight years experience in this business.

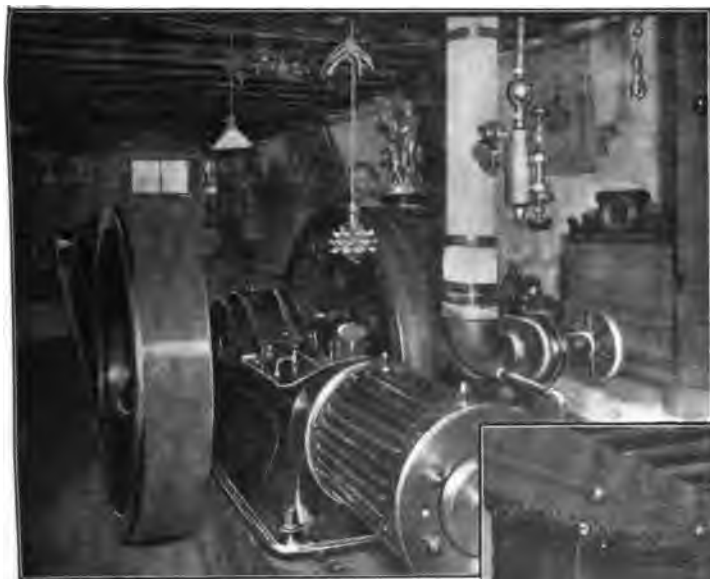
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### *Light and Power Plant.*

A complete and up-to-date light, heat, water and power plant is one of the things of which The Tribune can justly boast. It is the only local industry that has this.

A thirty-five horse-power American Ball self-oiling engine, with a revolution of 375 to the minute, runs the dynamo which furnishes the electric light and the power for the linotype machines. The generators are capable of supplying 520

sixteen candle-power lamps. A second dynamo of equal power with the first is a precaution against the possibility of the first breaking down. If both should be out of order, the



*The High-Speed Dynamo Engine.*

public electric service can be made use of by simply turning a switch.

A Dickson boiler of eighty horse-power, carrying a pressure of eighty pounds, supplies the steam for the forty-five horse-power engine which runs the presses, the engine which runs the dynamo, the pumps which supply the water plant, and the heat for The Tribune building and four others in the immediate vicinity.

A well twenty feet deep and four feet in diameter at its narrowest point is sunk from the cellar to the "sump" underlying the rock and gravel strata on which the building has its

foundation. A plentiful supply of excellent water for steam and cleansing purposes is furnished by this well. It is pumped from the well to a tank on the roof and from there distributed to all parts of the building through an independent system of piping. The city water is also served throughout the building, but is used only for drinking and toilet purposes. The public steam and electric light service can also be readily made use of should The Tribune's private service go awry.

This department is in charge of Le Grand Wright, one of the city's most expert engineers and machinists. His chief assistant is Fred Reber.

After being given this rather dim insight into the making of a newspaper, the reader, be he or she from the United States, will naturally inquire what it all costs. To answer this

*Duplicate Dynamo Plant.*



anticipated query in exact figures would of course be out-of-plumb with business discretion, but to give an intimation that can be taken as fairly reliable information, it might be suggested that any one contemplating the publication of even an ordinary sort of a daily paper hereabouts, without either job department or bindery, should figure on \$200 a day expenses. You will need some dollars more than that if you would duplicate The Tribune and its plant, as

no expense is spared in carrying out the determination to secure the best of everything, and to publish 'The Leading Newspaper of Northeastern Pennsylvania.'



# *The Attractions and Advantages of Scranton*



LIVING IN this city today we fully agree with a certain able gentleman, who has done something in the way of furnishing posterity with fragments of the history of Scranton, when he referred to it as a western city in the east. Thus happily he has stated a truth well known but never before so well expressed. Scranton is an eastern city from its geographical location and in the culture and refinement of its inhabitants, their love of the

ennobling arts and the advantages they possess to enjoy them. But in the spirit of restless, tireless energy and daring initiative which make great achievements possible, the Electric City is essentially western. Here is found at its best the civic and industrially creative spirit, untrammelled by tradition, which is usually associated exclusively with the newer portions of the country. To these somewhat remarkable conditions, and its position as the natural metropolis of the upper anthracite coal fields, are due the marvelous growth of Scranton and the glorious prospect the future seems to have in store for it. Scranton is without doubt the finest city of its size in the United States. Its people, trade, commerce, manufactures, and fine business and private structures, go to prove this.

Scranton never experienced a "boom." From the time of its incorporation as a city, it has grown steadily, each year increasing in population, wealth and permanency. It is not only rich in material things, but in the culture and refinement of its people. Its educational institutions, both public and private, are of the highest order, and are being increased in an intelligent manner year by year as the requirements of the people demand. At the present time we have thirty-eight public school buildings, nearly all of which are new and modern. Our high school is one of the finest buildings of the kind to be found in America, costing



*Thirteenth Regiment Armory.* Digitized by Google

over \$225,000. Altogether the public school buildings of the city cost over one and a quarter million dollars. These schools are equipped with a fine corps of instructors and the standard of the schools and teachers is constantly being raised. The advantages of our public school system with its free text-books, give ample opportunity for a good com-

mon school education to those who are not able to attend college. These advantages are appreciated by the people, and the percentage of the children of Scranton who are not being educated is very small.

The people of Scranton realized early in the city's history that its success and permanency would depend to a great extent upon its public school system where would be laid the firm and broad foundation for the development of the future citizens of the city. They set to work bravely to give the city a system of schools of which all might justly be proud, and they have been successful. The thirty-eight schools which now exist are modern in the truest sense of the word. While money has not been lavishly spent in unnecessary adornment, every building is sufficiently ornate to quicken in the mind of the pupil an appreciation of what is imposing in an architectural way. Each building has sufficient ground about it to insure plenty of light and air and room for the pupils to play. Much has been done, also, in the way of beautifying these little strips of ground and the way the children appreciate these grass plots, with their ornaments in the shape of flower beds, is shown by the interest they show in this beautifying process and how jealously the great mass of the students protect them from the depredations of youth who are inclined toward acts of vandalism.

In looking after the environments of the scholar, the school authorities have by no means lost sight of the object to be attained in these well arranged buildings, and year by year there has been a gradual improvement in the course of instruction as well as in those employed to impart knowledge to the young idea. The teachers now employed to teach in the city schools must, in addition to a thorough general education, have had special training for their duties. So great is the number of students seeking instruction that the thirty-eight buildings now in use are overcrowded and arrangements are in progress for the erection of three additional school buildings.

Our manufacturing interests are vast and varied, not less



*Municipal Building.*

than \$30,000,000 being thus invested, which does not include that invested in the mining of coal. Thirty-one thousand men, boys and girls are employed in the many factories, mills and shops.

The population of the city of Scranton increased from 9,223 in 1860 to 35,092 in 1870. This period was the first stage of the city's wonderful growth. The next ten years showed a gain in population of only ten thousand. This was owing to the panic of 1873 and the great strikes of 1877, which were the means of retarding the growth of every city and town in the great Keystone state and paralyzing industries all over the country. In 1890 the population of Scranton had almost doubled, and at the present time it has within its border over 103,000 people; the census of 1900 showing 102,035.

Within the recollection of men not yet old a wilderness has been transformed into a modern city; high and massive business blocks of iron, stone and brick have taken the place of frame buildings; and open fields and marshes are covered by some of the city's most substantial and handsome public buildings, notably the Court House, Federal building, and Board of Trade building. Today Scranton is known throughout the length and breadth of the country as the most progressive and enterprising city in the state of Pennsylvania, of which she is the fourth city in population.

And what shall we say of her citizens, the men whose industry, integrity and broad minds laid the foundation of the city's greatness as well as their own fortunes? It is only a few years since Dr. B. H. Throop and Dr. H. H. Hollister

were gathered to their fathers. These men came here when the entire valley was a wilderness and traveled from one end of it to the other on horseback at all hours of the day and night to care for the sick and injured. They lived to see the locomotives running over what had once been Indian trails and the valley converted into a busy hive of industry where thousands worked out their destiny. Dr. Throop had an



*Lackawanna County Jail.*

active hand in the events which drove the echoes from the valley and filled it with the song of the lathe and the scream of the whistle. Dr. Hollister was stricken when in the fullness of his powers and, confined to the house, could only watch from the window of his home, on the hillside at Providence, the development of works he was denied participation



*View from the Corner of Madison Avenue and Linden Street.*

in. But the doctor was a philosopher and if he could not create he could record creativeness and so he became the historian of the achievements of his more active brothers. He builded better than he knew and Dr. Hollister, the historian, will be associated with the early days of the valley long after the men whose achievements were only material have ceased to be even a memory.

Among the men who labored and worked for the future of Scranton during the days of its infancy and who have now passed from the theatre of worldly activity, the names of

Scranton, Platt, Archbald, Albright, Mattes and Manness stand out prominently. They were the fathers of the future city whose keen foresight has been demonstrated in countless ways during the last twenty years. They planned for a future they saw with a prophetic eye.

With us today in the full enjoyment of their powers are many men whose enterprise and daring have transformed the aspect of the valley. Hon. William Connell, now the congressman of the district, came here a mere youth when Scranton was a village. He identified himself permanently with it, became a part of its everyday life and soon was adding mines, mills, factories, stores and banking institutions to its rapidly growing commercial establishments and industries. The marvels he wrought, particularly in the southern end of the city, are known to all. At the same time another man, who, like Mr. Connell, was not raised in the lap of luxury, was fighting the good fight for himself and the city of his adoption.

This was John Jermyn who added to the wealth of the city by developing many valuable coal properties and who has given to the city some of the most ornate and substantial structures that line our business streets. Colonel H. M. Boies, Former Justice Alfred Hand, Henry Belin, Jr., W. W. Scranton, W. F. Hallstead, E. B. Sturges, Luther Keller, C. D. Simpson, T. H. Watkins, Colonel L. A. Watres, J. Ben Dimmick, Colonel E. H. Ripple, Hon. W. L. Connell, F. H. Clemons, C. H. Pond, George D. Brown, J. A. Lansing, Conrad Schroeder, and Hon. M. E. McDonald are other men who are playing prominent parts

in the work of sending Scranton rapidly to the front along many and diverse lines.

Scranton was created a borough February 14, 1856, and by act of legislature chartered a city April 23, 1866. Phillip Abbot was the first settler in the Deep Hollow, as the future Electric City was designated from 1788 to 1798, when it took the name of Slocum Hollow. In the month of May Mr. Abbot marked out his clearing and erected a log hut near the banks of the Roaring Brook, and subsequently established the first Scranton industry in the erection of a primitive gristmill. The stones were of native granite, and the running gear was marked for its simplicity, the entire plant being nothing more than a corn-cracker. Not a nail was utilized in the work. The bolt consisted of a deer skin, well tanned and stretched upon poles, perforated with numerous holes, through which the flour was sifted.

In 1836 a box of iron ore, carried by J. J. Albright to Northampton county, was the means of attracting the attention of Henry Scranton and others to the remarkable resources of the valley, and in 1840 the nucleus of the Lackawanna Iron and Steel Company was formed by a company consisting of Colonel George Scranton, Selden T. Scranton, Sanford Grant, William Henry and Philip H. Mattes. This company began at once the construction of an iron furnace, and the first stages of development were entered upon.

The village of Scranton in 1840 had a population of 100, and was laid out upon a circumscribed scale in 1841 by Captain Stott, a civil engineer of Carbondale. In 1845 an attempt was made to have the town, which then

contained 500 inhabitants, called Harrison, in honor of the favorite Presidential candidate, Gen. William Henry Harrison. The idea, however, was not universally popular, and the old name, Slocum Hollow, clung to the locality until the population had increased to 2,730, when it was called Scranton, in honor of the founders of the town. The latter name did not entirely please the citizens, and on January 27, 1851, it was reduced to plain Scranton, and the borough and city have been known since by the latter title. The first post-office was opened in 1850, and the first council was organized March 27, 1856. In 1867 Scranton was incorporated as a city.

The problem which presented itself to the first officers of the new city was one well calculated to appal the stoutest



*Lake Scranton.*

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heart. Scranton city was formed by joining the boroughs of Scranton, Hyde Park and Providence. They gave to the new city a great area of territory only sparsely settled even in the centers of population, and with great stretches of farm

different sections of the city, no provisions for lighting the streets generally, no paves, few sewers; in fact nothing that a well ordered city is supposed to have. What wondrous changes have been wrought in the brief period of thirty-four

years those who visit the Scranton of today can testify. It has broad, well paved streets, a system of street lighting that cannot be surpassed in this country, sewers, parks, beautiful public buildings and libraries.

Scranton is still in her infancy. When a city only thirty-four years old, which started out under most disadvantageous circumstances, can show such marked progress in every direction it is not saying too much to predict that the next quarter of a century will place it among the best ordered cities in America. Perhaps the most remarkable thing about the city is the fact that while it has been rushing forward its permanent improvements at high speed it has kept down its bonded indebtedness to a sum that is at once the marvel and the wonder of other and older cities where the making of permanent improvements has been the slow growth of years, but where, nevertheless, the bonded indebtedness has increased to a figure that is viewed with the greatest astonishment here.

As a residence city, Scranton enjoys many distinctive features. The climate is healthful, the city is situated in a



*Scranton High School.*

land separating the trinity of boroughs which had decided to cast their destinies together and take a forward step among municipalities.

There was no well devised system of streets connecting the

beautiful valley, seven hundred and fifty feet above the sea level. The summer season is delightful; the days are warm and the nights cool. The thermometer rarely goes above ninety in the summer, or below zero in winter. The

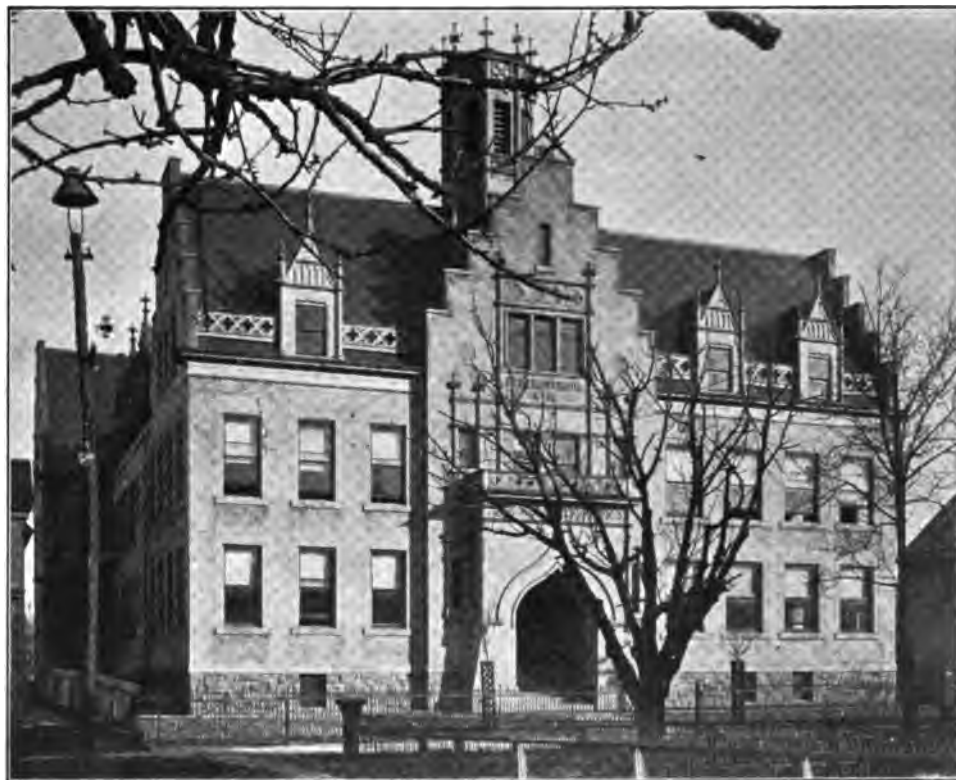
streets are wide and well paved with asphalt, and in the resident portion lined on either side with beautiful homes. The city's fine drives up and down the valley and across the mountains to nearby summer resorts and lakes, make it a very attractive city in which to reside. The water supply of Scranton is enormous. The city is supplied from mountain streams, fed by crystal springs and emptying into reservoirs erected at great cost, with a daily capacity of 35,000,000 gallons. There is enough water always in reserve to supply the city's needs for one year without rain. The supply is adequate to the needs of a city of five times Scranton's present population. We have the best lighted city in the country. Over seven hundred arc lamps illumine its streets by night, and cast their brilliant light over the most remote and distant parts of the city. Thus Scranton earned the title, "Electric City."

Scranton has one hundred and forty-one miles of streets, many of which are paved with asphalt, vitrified brick and stone block. It was the first city east of the Mississippi to adopt the electric street-car system, and today this power is in use on all of the thirty-five miles of street-car lines in the city, and the seventy-five miles of lines which connect Scranton with the towns and counties up and down the valley.

Recently E. B. Sturges, who is father of the trolley car in the east, made the following interesting contribution to the history of the trolley road in this city which he addressed to the editor of one of the local papers. Mr. Sturges said :

"I have looked over the article in the Richmond Times

handed me by your representative. The claim made therein that the city that was so long the bone of contention between the northern and southern armies was also 'the pioneer in the use of electricity as a motive power' is nothing new. It has been so often repeated and so seldom challenged that throughout the country Scranton has virtually lost the honor to which



*Public School No. 16.*

it is, beyond question, entitled. While too busy with present issues to spend much time upon those that are past, yet if I can assist you in a protest against this injustice I shall be pleased to do so.

"The very first paragraph in the article in question proves



*Y. M. C. A. Building.*

our case. It says: 'The first trolley line built in the world was the old Clay street road, operated by what was known as the Richmond Union Passenger Railway Company. It was on this line in 1887 that the first street cars were successfully propelled by the trolley, and during the experiment, for it was an experiment at that time, people the world over, who were interested in street car progress, had their eyes on Richmond.'

'The construction of the Scranton Suburban Railway began July 6, 1886, and was completed to Green Ridge in November of the same year. Both the Republican and the Truth gave full reports of the first or trial trip, which took place November 29, 1886. The tests were not altogether successful, owing to slight defects in the machinery and also to the icy condition of the tracks. These defects were soon remedied, and on the evening of November 30, 1886, the pas-

sengers returning to Green Ridge from Henry M. Stanley's lecture had their first five-cent ride to that part of the city. From that time the cars continued to run regularly, except when interrupted by the severest winter weather I can remember in Scranton, or by occasional accidents to the machinery, such interruptions being generally very short.

'It should be remembered, however, that our claim for Scranton was and is that it built the first railway for electric power east of the Mississippi. In several places in this country trials had been previously made of electric motors on old street car lines. This was the case with Baltimore, Montgomery, Ala., South Bend, Ind., and Amherstburg, Canada. But the tests were crude and I think had all been abandoned when Scranton entered the field, and built and maintained a road that was a reve-

lation to the thousands of visitors who came to our city to inspect it. It would be no exaggeration to say that pilgrims journeyed here from every state in the union. I can remember two delegations from California even.

'Our cars were the finest that had ever been built (or have to this day). Some of them were Pullmans, the inside finish being of mahogany. These cost \$1,800 each, without the machinery. This amount would pay for at least three cars of the present style. When they were new, and kept scrupulously clean, with freshly uniformed conductors and motormen, and with electric lights (then a great novelty), they excited the admiration of all visitors. I can especially remember a party of gentlemen from the metropolis who declared repeatedly that New York had nothing in the street car line that could touch Scranton. And it was true. Several of these 'parlor cars' were burned when the Nay Aug

shop was destroyed. Two of them, however, are still running on the Dunmore Suburban with the mahogany finish carefully painted over. Another car was the Pullman exhibited at the New Orleans Exposition, being the finest that company could turn out.

"Many of the appliances in use at present were invented or perfected in the Scranton shops. The trolley was, I am quite sure, first made by one of our employes, who took out no patent. It would have paid him a dozen fortunes had he done so. The original device for taking the current from the wire was a four or eight wheeled 'carrier' that traveled on top of the conducting cable. It was quite heavy, and when it fell on the roof of the car, as it frequently did, nervous passengers jumped. The carpenters reported thirty-one holes through the roof of one of the fine Pullman cars before it had been used three months.

"One of the things we failed to discover in Scranton was the fact that the proper place for the motor was under the car. Mr. Vandepoele, who was the real inventor of electric traction, always maintained that the weight must be upon the forward trucks, to prevent the wheels from slipping; also that the motor must be kept up high, out of the way of the water and mud, then very abundant in Scranton. So our motor-men sat in a little engine room on the front platform, beside their machines, and the wheels slipped a good deal worse than they do under the present arrangement. The gearing was far more extensive and costly. In fact almost everything was experimental, and repairs were so frequent and expensive that we were very glad to sell the road at its actual cost in cash, with interest added. No councilman or other

official ever asked for or received one cent, by the way.

"Some of the pleasant memories of those days are connected with what was known as 'The Dunmore Lightning Express.' The old horse cars of the People's line took from fifty to seventy minutes to get to Dunmore corners, owing to the steep grade most of the way. So the Suburban company, in order to get the shop men home in decent time, put on a car at 6 p. m. that made no stops this side of Green Ridge. Men stood with their watches in their hands, as it passed up, and woe be to the car runner that dared get in its way.

"Its time was sixteen minutes to Dunmore, nothing remarkable now, but a great thing then. The man that ventured to jump off at Fairlawn, or any other no-stop locality, was regarded as not only taking his life in his hands, but impliedly insulting the dignity of the 'Lightning Express.'



*The Rectory.*

*St. Luke's Church.*

*Parish House.*

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At noon a similar car took Green Ridge people home to lunch, and the conductor's call, 'No stops this side of Marion street,' will be remembered by many of our people. By the



*Elm Park Methodist Episcopal Church.*

way, the original Suburban conductor, John Cawley, is still running a car to Dunmore.

"There were many mirth-provoking occurrences connected

with the opening and early operation of the electric road. The idea that power could be put through that small wire sufficient to run cars convinced very many (before the proof was furnished) that the projectors of the scheme were confirmed lunatics. The now familiar quotation, 'No pushee, no pullee,' was first published in a Scranton paper as the remark of Scranton's only Chinaman.

"One evening the brake gave out on a car coming down Washington avenue, and the car's speed prevented it from rounded the Ash street curve. The car landed right side up, in a soft spot, without any worse damage to its crowd of passengers than a little shaking. Some two months afterward a prominent official of one of the local railroads called at the Suburban office and stated that his niece had been injured on that occasion, and should have some compensation. He had difficulty in describing her trouble, beyond the usual claim of 'nervous prostration,' but made the astonishing statement that since the accident she had been 'full of electricity.' He said that 'in handing her from a carriage more than a week after the occurrence he had received quite a severe shock.' He was told that we were looking for an economical 'storage battery' to run our cars, and it was suggested that his niece might fill the bill. But as we had to pay \$100 for this single 'charging' we abandoned the experiment as too costly.

"In the Washington avenue car shops was employed a stalwart young Hungarian, one of the best workers we ever had. It being necessary to put up a large stove in the shops, Joe mounted the stove in order the better to handle the pipe. As the pipe was rather heavy he ventured to rest the upper end against the 'loaded' trolley wire. It is needless to say that in two seconds he lay on the ground stunned. Recovering his senses in a moment he jumped up and darted

down the avenue, yelling 'Me no stove pipe ; me no stove pipe.' It was a long while before he could be induced to come any where near the building.

"Many columns might be filled with interesting reminiscences of our early experiences with electricity. What is more important, however, is the undoubted fact that Scranton had the first successful electric road east of the Mississippi and that, while it was in the hands of the original owners, it was, as then often called, 'The Dandy Road.' Its only rival as to priority in the United States was a short railway in Appleton, Wis., which commenced operation a few days before the Scranton Suburban."

We have here the natural metropolis of the largest anthracite coal basin in the world, and its coal production has been enormous. It commenced in 1830 with 43,000 tons, or 24.60 per cent. of the entire coal trade. Experts tell us that there is still coal enough in the region to last one hundred years, at the present rate of mining.

There is a feature of the coal-mining industry which has of recent years commanded ever increasing attention. It is the utilizing of the vast amount of energy stored in the enormous culm banks that adorn the valley and mountain sides, and which now furnish power for innumerable industries. Many of these banks have been or are being rescued, and the coal thrown away in the days before scientific methods of mining were introduced is being secured and put on the market. The residue of dirt which remains is flushed back into the mines, filling the abandoned workings. It does the double service of removing an eyesore from the surface and preventing caves in the underground workings.

The manufacture of steel rails has been one of the important industries in the city. Scranton has two large steel-rail mills, owned and operated by the Lackawanna Iron & Steel Company, and when in full operation employ 5,000 hands. The output is one thousand tons a day.

Among the other articles produced here are awnings, axes, agricultural implements, axles, bar iron, beer and ale, boots and shoes, boilers, bicycles, bottles, bottle stoppers,



*Second Presbyterian Church.*

brass and iron valves, braid, brushes, building<sup>1</sup> brick, buttons, caramels, candy, carriages, carriage hardware, cars, cigars, cigar boxes, cigarettes, clothing, coal screens, coffins and caskets, corsets, crackers and cakes, culm-burning grates, doors, sash and blinds, drop forgings, electrical machinery, extracts, files, fire brick, flint glassware, furniture, hames, harness, hats and caps, hods, iron fences, knitted goods,



*Lackawanna Hospital.*

locomotives, lubricating cups, macaroni, mattresses, mill machinery, mining lamps, mining machinery, musical instruments, noodles, novelties, overalls, pants, paints, plaster, passenger coaches, patent medicines, powder, railway spikes, ranges, steam boilers, safety lamps, scales, shirts, silks, slate-picking machinery, soap, steel rails, steel of all kinds, street-car wheels, stockings, stoves, stove polish, tobacco, underwear, vinegar, violins, and vitrified brick. The products of Scranton enterprise represent one hundred and forty incorporated concerns, with an invested capital which approximates \$30,000,000. This list proves how diversified our industries are and shows that we long ago ceased to be merely a mining town.

The railroad facilities of the city are unsurpassed. No less than five different trunk lines enter its limits and distribute its many thousands of tons of product to all parts of the United States: The Delaware, Lackawanna and Western

Railroad, which passes through the heart of the city, running elegant vestibuled trains from New York to Buffalo and the far West; the Delaware & Hudson Railroad, with lines extending to Albany, Saratoga, Lake George and Montreal, also adds to Scranton's great railway system; the Central Railroad of New Jersey, now really part of the Reading system, with through trains to New York and Philadelphia; the Erie & Wyoming Valley, now a branch of the great Erie system; and the Ontario & Western, with lines extending north and west. These with direct connections with the Lehigh Valley and the great Pennsylvania system places Scranton in an enviable position, and makes it a most desirable place for manufactures.

The banks of the city, eleven in number are rated as among the best in the country and give special advantages to business men for the transaction of business. Of newspapers and magazines the city has thirty-four, four of which are daily newspapers.

Scranton is the county seat of Lackawanna county, and its bench and bar has no superior in the commonwealth. From the bar of this county have come many able jurists who have served with distinction as members of the highest courts of the state.

The fight to secure a new county, of which Scranton should be the county seat, will long live in the history of this part of the state. It was distinctly the fight of Scranton, and her citizens threw themselves into it with the zeal and fervor that has ever animated them in their public undertakings. When Scranton was created a city the necessity for a court here was early recognized, and we were given a hybrid affair known as the mayor's court which had jurisdiction in this city

and certain of the surrounding townships. It had but a brief career and was soon swept out of existence.

The necessity of going to Wilkes-Barre, the county seat of Luzerne, to transact the most trivial business of a legal nature, became so intolerable that a strong movement was set on foot to erect a new county out of the northern portion of Luzerne. As may well be believed the movement was bitterly opposed, not only in the remainder of Luzerne county, but also right in the territory it was proposed to greatly benefit by the change. Time after time the project was defeated in the legislature at Harrisburg, for Luzerne's influence was, in those days, of a kind not easily overcome. But the new county party never lost faith or hope. "You may defeat us at this session," they would say to the legislators, "but some other legislature will give us what we want. There must be another county out of the northern part of Luzerne and you are only delaying the inevitable." Finally, in 1878, all obstacles were pushed out of the way, the county of Lackawanna was erected, Scranton was made the county seat and it promptly took on new prominence and importance.

How great was the necessity for this new county was soon made manifest in the growth of the business of the Lackawanna county courts. They had only been in existence for a comparatively short space of time when the one judge was found to be inadequate to perform the work of the courts and the legislature allowed another judge, who a few years later was reinforced by a third judge. The growth of the county brought us into the class entitled to an orphans' court judge, and we now have three judges who preside in civil and criminal court and one whose jurisdic-

tion is confined to the orphans' court. This rapid growth in the business and importance of the courts proves how far-seeing the men were who, thirty years ago, were battling for the division of Luzerne county.

The Court House is a large and imposing structure, built of native mountain stone. It stands in the centre of a beautiful square, in the midst of many maple trees; on corners of the square stand the monuments of George Washington and Columbus and near the centre a handsome monument erected to the memory of the brave soldiers and sailors who served in the civil war.

Within a few months has closed another memorable battle to make Scranton the seat of a new court. This fight was waged at the capitol of the nation and finally won through the indomitable courage and perseverance of Congressman William Connell. For a quarter of a century the battle for the



*Moses Taylor Hospital.*

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creation of a new Federal district in Pennsylvania was persistently waged only to be unsuccessful time after time for one reason or another. The necessity of doing something to afford relief to the people of this part of the state who had business in the Federal courts could not be disputed, and in the eighties, as a sort of recognition of that fact, Congress passed a bill directing that the Federal court for the Western

successful in blocking the efforts to have the necessary legislation passed, but eventually the very persistence with which the claims of the new court were urged was sufficient to win them over, and the last Congress passed the bill which created the Middle Federal district of Pennsylvania with headquarters in this city. Scranton also was accorded the distinction by President McKinley of giving this new court its first judge.

He is the Hon. R. W. Archbald, for years the president judge of the courts of this county. The headquarters of the Federal court are on the second floor of the stately government building at Washington avenue and Linden street.

In 1895 the legislature decided that it was desirable to create another appellate court to relieve the Supreme court, which was swamped with the number of cases that awaited disposition, and the Superior court was created with Scranton, as the foremost city of Northeastern Pennsylvania, named as one of the cities in which it would meet. A room was fitted up in the county court house for its use and there in January of each year the court sits for two weeks and hears appeals from the counties of this part of the state. These courts have contributed wonderfully to increase the importance and standing of the city throughout the state.

Scranton is also the headquarters of the internal revenue machinery which collects Uncle Sam's tribute in this part of Pennsylvania, and the local postoffice is the centre through which all of the postoffices of the region transact their business with the government.

The religious institutions of the city have not been forgotten or neglected during its wonderful growth. They are the



*Albright Memorial Library.*

district of Pennsylvania should meet in Scranton once each year. That was a point gained, but the fight for a new district was not given up, and when Hon. William Connell went to Congress from this district he entered into the fight with all the energy at his command.

The influence of the western part of the state, which opposed the division of the district, was for a long time suc-

very foundation of its successful past, and they stand as a bulwark to guard its promising future. Scranton has within its limits more than seventy churches, of nearly every name and denomination. Many of them are fine, spacious structures. Some are elegant in all of their appointments, and for architectural beauty cannot be surpassed in any city in the land. Some of the brightest minds adorn their pulpits and Sunday after Sunday expound the truth to pews filled with interested listeners.

Scranton's free public libraries are another source of pleasure and intellectual gain to its inhabitants. The Albright Memorial Library is an institution of which any city might well feel proud. It was erected by the heirs and in memory of the late J. J. Albright, who was an honored and highly respected citizen of the city. The library is equipped with some 30,000 volumes.

The charities of the city are a feature to which reference may be made with pardonable pride. At the Home for the Friendless the orphan, or the aged woman who finds herself toward the close of life without home or means of support, are tenderly cared for. St. Patrick's Orphanage cares for the little folks, and St. Joseph's Foundling Home for the little waifs whose coming into the world is a misfortune or who lose their natural protectors through death or otherwise. The House of the Good Shepherd and Florence Mission attempt to lead back to a better life the vicious and unfortunate. The

Pennsylvania Oral School for the Deaf and Mute is doing a magnificent work, and those whose misfortune it is to be maimed or rendered helpless through illness find a welcome refuge in the Lackawanna Hospital, Moses Taylor Hospital, West Side Hospital and Hahnemann Hospital.

Nay Aug Park, with its hundreds of acres, through which the Roaring Brook leaps down over the romantic falls, and from which the park derived its name, is the city's possession, secured as a public park forever. It is a most delightful and picturesque spot, and is being continually beautified by artificial means with funds appropriated by the city each year. The falls are spanned by a substantial iron bridge leading to the Elmhurst boulevard. In the southern part of the city is Connell Park, a smaller but much appreciated breathing spot.

Almost within the confines of the city is the far-famed Bald Mount from whose wind-swept summit one of the most picturesque bits of landscape in the east can be seen. It has been frequently suggested that the mount and the mountain land surrounding it be secured for park purposes, to the end that

its rugged beauty be preserved and that the people hereabouts may ever have free access to it. As yet the city has not felt that it was within its power to take this desirable step, but it is one of the possibilities of the future. Several times companies have been organized to build a railroad to the summit and convert it into a summer resort, but up to date these



*Hotel Fernyn.*



*Sauquoit Silk Mill.*

company to protect its water shed from defilement, and this land gives the city a sort of auxiliary park which is a much sought retreat during the warm afternoons of the summer.

Within less than an hour's ride of Scranton are a sextette of lakes which attract large numbers of visitors and cottagers during the summer months. They are Lake Henry, Lake Ariel, Lake Clemo, Crystal Lake, Lake Lodore and Lake Winola. All are easy of access by rail from Scranton, and north of the mountain are a number of other bodies of water on whose banks are many cosy summer homes, where the

plans have come to naught and Bald Mount is still unmarred by the hand of the landscape gardener and the artisan.

During the summer it is a favorite place for small picnic parties. No matter how sultry the weather is in the valley, a delightfully refreshing breeze is always in evidence on the summit of the mountain from which the silver glint of the waters of the Susquehanna can be seen miles away to the west, as they majestically flow onward between the hills of Wyoming county.

On the mountain side, to the east of the city, is the series of artificial lakes from which the Scranton Gas and Water Company supplies the city. They are connected by a series of fine macadamized roads which wind around through the most entrancing bits of mountain scenery at each turn. Thousands of acres of woodland adjoining Nay Aug Park have been secured by the water

tired Scranton business man can fly for quiet and rest after he lays down the cares of business for the day.

A system of electric roads has been planned to connect



*Lackawanna Mills.*

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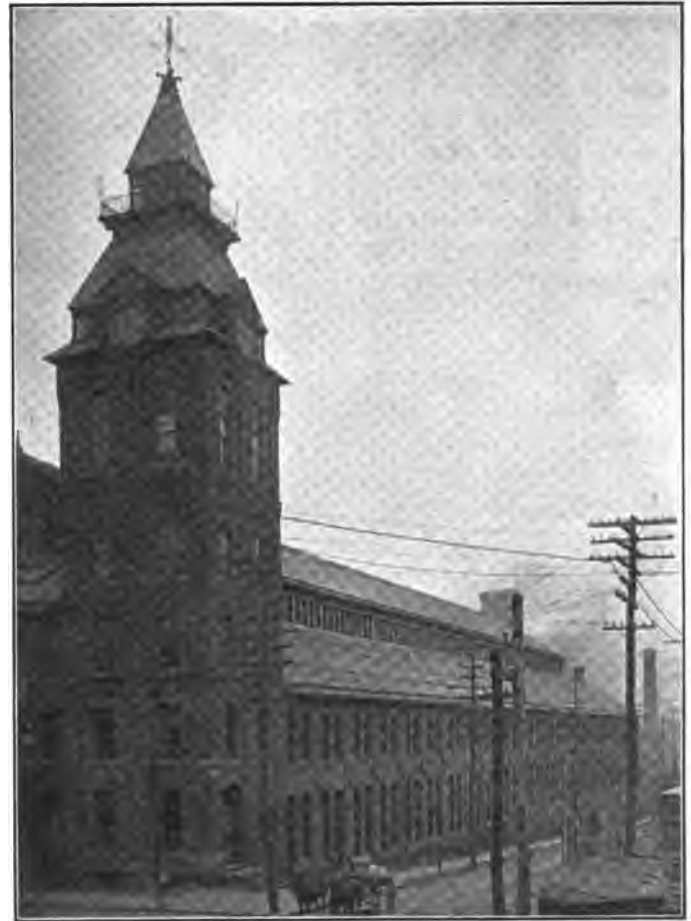
the lakes north of the mountains with the city, and when this scheme becomes a reality the lakes of that region will take on new popularity with the people of Scranton.

Since 1877 Scranton has been the headquarters of the Thirteenth Regiment, which was the military successor of the Scranton City Guard. The old armory on Adams avenue, between Linden and Mulberry streets, was erected for the accommodation of the Scranton companies of the guard but in time the necessity for a new and better building became manifest. Private subscriptions enabled the erection of the noble pile at Adams avenue and Myrtle street which is known as the New Thirteenth Regiment Armory. It has a drill floor on which battalion movements can be executed with as much ease as would be possible in conducting the drill of a company. This new armory will have the effect of giving the guard an even better standing than it has ever heretofore enjoyed. It is fitted with a gymnasium, baths and recreation rooms for the use of the members of the regiment.

With the rapid material growth of Scranton has come a development along educational and artistic lines that is most gratifying. The public school system is supplemented by a number of high class private institutions where pupils are prepared for entrance into the foremost colleges and universities of the land, or for some special line of endeavor which the pupil proposes to make his life work. Then there is the International Correspondence School, occupying a unique place among the educational institutions of the world, with pupils located in about every land in the universe. It is doing a marvellous educational work by bringing the possibilities of a college education into the home of the humblest person.

The colleges of music and the art schools of the city have attracted wide attention and draw pupils from regions far remote from Scranton. Nowhere is the dramatic art more substantially encouraged than in Scranton. A meritorious production never lacks a large and discerning audience and in consequence the theatregoers are enabled to witness the best that the theatrical world has to offer. The Lyceum, a beauti-

ful playhouse, is the scene of the city's leading theatrical productions, and its stage is trod during the season by nearly all the celebrities of the day. The Academy of Music is devoted to plays less elaborately cast which can be presented for a



*Dickson Manufacturing Company.*

more modest admission than is charged at the city's leading play house. The Gaiety is the temple of burlesque and vaudeville.

In the matter of hotels the city is specially well provided. They are able to satisfactorily care for the great throngs which periodically invade the city on the occasion of the numerous state and national conventions which are held here.

The development of Scranton has now reached a most important stage. We have passed the 100,000 mark as to population and become a city of the second class which has made it necessary to change the entire municipal machinery. For nearly ten years the laws for the government of cities of the third class had been inadequate for the needs of Scranton and much inconvenience resulted. The present laws for cities of the second class are not wholly desirable, but after the city government has been operated under them long enough to have the machinery running smoothly, the city will be in a better position than ever before to carry forward the improvements which have for years been deemed necessary, but which were difficult of accomplishment under the third class city laws.

It is the manifest destiny of the city to take in additional territory before many years which will bring it an increase in population and area. The city is not very desirous to bring about this annexation, but

in the nature of things it must come. Dunmore is now really a part of the city of Scranton although it has a separate form of government. A goodly portion of the best residence district

of Green Ridge is within the confines of the borough. Years ago these people sought to get into the city but the courts decided that the borough could not be dismembered and if annexing was to be done it would be all or none.

Portions of Lackawanna township have in the past clamored for admission to the city and were accepted. Other portions must come within the next few years. The erection of the boroughs of Moosic and Taylor out of the township has left the latter only the villages of Minooka, Lincoln Heights and some sparsely settled farm land. The effort to keep the township together will soon have to be abandoned and as a natural consequence Minooka and Lincoln Heights will seek to become a part of the city of Scranton.

"What will be the limit of Scranton's development?" is a question often asked and

to this the live Scrantonian invariably answers, "There is no limit."

And of a truth there is no limit. Seated in the heart of a



*Connell Building.*

valley where nature has poured forth her choicest gifts, with facilities for reaching the markets of the world which are surpassing good, Scranton is in a position to offer great attractions to the man who is looking for a suitable site for a manufacturing establishment of any kind. How forcibly our manifold advantages appeal to capitalists is shown by the large number of new industries we acquire each year. They thrive and grow prosperous and in turn attract other manufacturers who are hampered in one way or another in the places which are the scene of their endeavors.

Twenty years ago Scranton could in truth be called a mining town, for it depended largely on its coal mines to sustain it. That is no longer true. Few cities in the country have such a diversified line of industries as are to be found within the borders of the Electric City, and while the black diamonds still contribute to the wealth and prosperity of the city they are not the factor in its commercial life they were two decades ago.

The coal industry hereabouts has had its ups and downs and been a source of great uneasiness in business circles, for its boom periods were followed by months of stagnation and depression.

Of recent years anthracite coal has been placed on a firmer business basis and the demand for it is now almost equal to

the possible output under normal conditions. What this means only those who have been engaged in business here for years past can well appreciate. Hereafter the mines will be

operated with greater regularity and the earnings of the men will in consequence be larger than they have been on the average for the last twenty years. This, coupled with the semi-monthly pay, has put a new element of certainty into the business life of Scranton which is felt in many ways. It augurs well for the future of the city. With its mining interests in a prosperous condition, and mills and factories seeking a place in Scranton or its vicinity, there is no uncertainty about the future of the Electric City. Of a truth there is no limit to its possibilities.

#### *Scranton Board of Trade.*

One of the important factors in the phenomenal development of Scranton has been its Board of Trade, which has ever been composed of its best and most progressive citizens, who gave unsparingly their time and energy for the general good. On January 21 last the board celebrated the thirty-fourth anniversary of its organization, on which occasion President J. A. Lansing delivered an address in which he recounted in brief the history of the board. Mr. Lansing's address follows:



*Mears Building.*

"Gentlemen of the Scranton Board of Trade and Our Guests: We celebrate today the thirty-fourth anniversary of the organization of this board, and it seems fitting at this



*Board of Trade Building.*

time to refer briefly to the records of the past, so far as they refer to the last half century, which covers the entire period

of our city's history. The federal census of 1850 does not mention any postoffice or town by the name of Scranton. During the early forties a few courageous and aggressive men had forced their way over the corderoy and mountain roads of the Pocono, and established a furnace and saw mill, around which had sprung up a small settlement, not yet important enough to enjoy the convenience of a postoffice, or place the town on the map.

"Old residents, some of whom are now living, tell us that the wolves wandered by night over the territory now covered by our city; while bears eat the cranberries that grew in the swamp where now stands the building we now occupy, and our county and city buildings. So late as twenty years ago the frogs kept up their din all summer on the very ground upon which the Board of Trade building now stands. By the census of 1860 a straggling mining village, called Scranton, was mentioned with a population of 9,000 people.

"In the year 1866 the city of Scranton was incorporated. There is no official data giving the population at that time; but from the best information and opinions I have been able to obtain, would place the population at about 22,000, or somewhere between 20,000 and 25,000. So in the thirty-three years of our city's municipal history our population has increased since the federal census of 1880, which was the first census following the creation of Lackawanna county, from 89,000 to 193,000 people, and nearly 400,000 people living within twenty miles can easily reach our city by trolley car in an hour's time.

"In the year the city of Scranton was chartered, 1867, the Scranton Board of Trade was organized; many of the earlier files and records, however, are lost or have been destroyed. An executive council was organized, with the following gentlemen present: Messrs. Lewis Pughe, George Fisher, T. F. Hunt, C. H. Doud, F. L. Hitchcock, A. G. Gilmore, G. A. Fuller, C. W. Kirkpatrick, J. W. Garney.

"The last five named are still living here, Messrs. Hitchcock, Garney and Fuller continuing to be active members of the board. A charter was obtained in 1871. The records



*International Correspondence Schools.*

name the following who have held the official positions of president, secretary and treasurer :

"Presidents—Messrs. Lewis Pughe, George Fisher, G. A. Fuller, W. T. Smith, Thomas H. Dale, J. A. Price, H. M. Boies, William Connell, J. M. Kemmerer, W. A. May, Luther Keller, J. A. Lansing.

"Secretaries—Messrs. G. A. Fuller, Joseph English, E. C. Fuller, A. M. Decker, R. W. Luce, J. H. Fisher, H. A. Kingsbury, D. B. Atherton.

"Treasurers—Messrs. A. W. Dickson, James W. Oakford, Joseph Levy. Mr. Dickson holding the office of treasurer for twenty-one years.

"The Scranton Board of Trade has been an active and aggressive organization from its birth, its sole object being to promote the commercial, financial and industrial interests of this section of the state. While never using its influence to advance the interests of any section, sect or political organization, it has stood for clean government, well paved and lighted streets, and everything that would tend to make our city aggressive commercially, and delightful and pleasant to live in.

"It is not my purpose to say more about the various details which are of interest to the members of the board and citizens of our city. These have had their proper place in the report of your secretary. There are a few things which I will refer to of interest to us all, as bearing upon our future prosperity. The question that is being asked by every wise and thoughtful citizen, as we look back upon our half century of life, What of the future? The changes of the last two years, the passing of our great iron works, the absorption of the coal mines, formerly owned by the individual operators, by the great carrying companies, the amalgamation of carrying roads by larger competing companies, all indicate a commercial change, to which, if we hold our marvelous growth, we must adapt ourselves. That we will do so, I have not the slightest doubt. A city



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Traders' National Bank.

that has grown threefold during the last thirty years, that is ready to take every responsibility, the first in the land to proceed to clean house when municipal rascality and corruption stalk rampant, will not be slow to see the sign of the times and meet the problems that face us.

"One thing I feel I must emphasize, which has been so strongly urged by my predecessors in office, Messrs. May and Keller, and that is the importance of investing your money in local manufacturing and industrial enterprises, which is the basis upon which our future success and prosperity rests. We have unsurpassed railroad facilities, more abundant water supply, the brightest and clearest sunlight, the best school houses, the smallest debt, the lowest tax rate, on actual valuation, and everything that goes to make up a delightful town to live in of any city of 100,000 inhabitants in this land, and the men of this generation will be equal to any task and responsibility that they may be called upon to meet.

"Scranton was born a colonial colony. The first settlers

of northeastern Pennsylvania came over from Connecticut and founded the county of Westmoreland, and the legislature of Connecticut promptly cut the knot of colonial relations by passing a bill declaring that the county of Westmoreland was entitled to equal representation in the legislature of Connecticut. We claim to be expansionists—as expansionists we were born—as expansionists we live—and we expect to die expansionists.

"During the past year this board has lost by death two of its oldest and most prominent members, Mr. J. H. Steel and Mr. G. W. Fritz. Records and resolutions referring to our loss have been spread upon our minutes.

"In closing, I wish to refer to the thorough, enthusiastic and cheery work of our secretary, and to thank every member of the board for the help, kindness and courtesy shown your presiding officer, and in again conferring the high honor in re-electing me as your president."

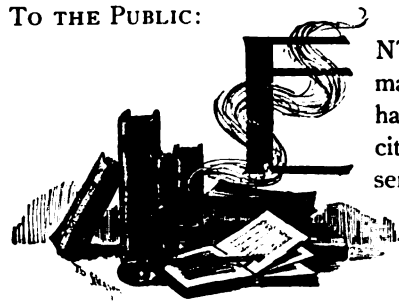


# History of Lackawanna Valley Postoffices.

OFFICE OF THE POSTMASTER,  
SCRANTON, PA.

April 29, 1901.

TO THE PUBLIC:



ENTIRELY appreciating the many favors received at the hands of the people of this city and county, I hereby present to them this little history of the Postal Service of Scranton and vicinity, hoping it may be considered by them of sufficient interest and value to warrant its publication. It is as perfect as we have been able to make it from all obtainable data. As it may still be imperfect and incomplete, we ask your indulgence for any errors or omissions that may appear in it.

The growth of the postal service has kept pace with the business growth of this valley, and a study of the pages of this little work may give some very interesting and valuable facts which may have been overlooked in the rush and hurry of your business.

Whatever its value may be, I beg you to accept it with the friendly regard of its author.

EZRA H. RIPPLE,  
Postmaster of Scranton, Pa.

## *Posts in Olden Times.*

The post as a measure of speed, the sealing of letters to insure secrecy, and the first means of postal communication by post riders as messengers are referred to in the Old Testament as follows :

B. C. 1520.—“Now my days are swifter than a post.”—Job ix-25.

B. C. 900.—“So she wrote letters in Ahab's name and sealed them with his seal, and sent the letters unto the nobles that were in his city, dwelling with Naboth.”—1st Kings xxi-8.

B. C. 726.—“So the posts went with the letters from the king and his princes throughout all Israel and Judah, and according to the commandment of the king.”—2nd Chron. xxx-6.

B. C. 726.—“So the posts passed from city to city through the country of Ephraim and Manasseh even unto Zebulun.”—2nd Chron. xxx-10.

B. C. 595.—“One post shall run to meet another and one messenger to meet another to show the king of Babylon that his city is taken at one end.”—Jeremiah li-31.

B. C. 510.—“And the letters were sent by posts into all the king's provinces, to destroy, to kill, and to cause to perish all Jews, both young and old, little children and women.”—Esther iii-13.

B. C. 510.—“Write ye also for the Jews as it liketh you in the king's name and seal it with the king's ring ; for the writing which is written in the king's name and sealed with the king's ring let no man reverse.”—Esther viii-8.

B. C. 510.—“And he wrote in the King Ahasuerus' name and sealed it with the king's ring, and sent letters by posts on horseback, and riders on mules, camels and young dromedaries.”—Esther viii-10.

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B. C. 510.—“So the posts that rode upon mules and camels went out, being hastened and pressed on by the king's commandment.”—Esther viii-14.

Darius I, of Persia, who reigned in the Fifth Century, B. C., caused couriers with saddle-horses to be always ready at different stations throughout his empire, at one day's journey from each other, so that there might be no delay in getting reports from the provinces.

Emperor Augustus established among the Romans an institution similar to the modern post.

During the Ninth Century messengers who travelled on horseback, and who were employed by their respective governments, existed in Germany, France and Italy.

#### *Books Consulted in the Preparation of this Work.*

In the preparation of this work the following books, among others, have been consulted :

“History of Luzerne, Lackawanna and Wyoming Counties, Pa.” W. W. Munsell & Co., New York.

“Miner's History of Wyoming Valley.”

“Pearce's Annals of Luzerne.”

“Encyclopedia of Contemporary Biography of Pennsylvania.”

Atlantic Publishing & Engraving Co., New York.

“Portrait and Biographical Record of Lackawanna County.”

Chapman Publishing Co., New York.

“J. C. Platt's Reminiscences.”

Dr. Hollister's “History of the Lackawanna Valley.”

Dr. Benjamin H. Throop's “A Half Century in Scranton.”

“Short History of the Slocum, Slocumb & Slocomb Families, 1737-81.” By Chas. E. Slocum, M. D., of Philadelphia, Pa.

The work of compiling this history has been done by Mr. John Power O'Connor, who has patiently chased up authorities, sought out the old residents, cornered all the traditions

and trailed every item of information to its lair with a persistence that has been most commendable. By correspondence and personal interviews he has procured much information that has never before been made public.

#### *Scranton, Providence and Hyde Park Postmasters Alphabetically Arranged.*

Amsden, Joel	Jones, D. M.
Atwater, Charles T.	Koon, D. S.
Atwater, Elizabeth	Merrifield, Robert
Blair, M. L.	Merrifield, Wm.
Bloom, J. R., Sr.	Moore, John W.
Bloom, J. R., Jr.	Pier, Dr. W. H.
Clarke, O. P.	Reichard, Henry
Connolly, D. W.	Ripple, Ezra H.
Couch, B. P.	Roberts, Dr. H.
Coursen, A. H.	Scranton, J. A.
Davis, Dr. A.	Searle, Voltaire
Eastabrooks, Sylvanus	Slocum, Benjamin
Fellows, Joseph Turvey	Slocum, Jas. Scovell
Fuller, E. C.	Thomas, Thomas D.
Fuller, Laton S.	Throop, Dr. B. H.
Griffin, Joseph	Vandling, Frank M.
Harding, John P.	Vaughn, John, Jr.
Hollister, Dr. H. H.	Wheeler, Dr. Silas
Jay, Douglas H.	

#### *Date of Appointment and Length of Service of Each Postmaster.*

OFFICE OF THE POSTMASTER GENERAL,  
WASHINGTON, D. C.

February 27, 1901.

MR. EZRA H. RIPPLE, Postmaster,  
Scranton, Pa.

Dear Sir :

By direction of the Postmaster General I enclose you herewith a list of the postmasters at Hyde Park, Providence

and Scranton, Pennsylvania, with the dates of their appointments, as requested in your letter of January 5.

Very truly yours,

CLARENCE E. DAWSON,  
Private Secretary.

Hyde Park, Luz. Co.,	Wm. Merrifield,	July 14, 1832
	Robert Merrifield,	Aug. 9, 1832
	Wm. Merrifield,	1834-43
	Joseph Griffin,	1843-46
	O. P. Clarke,	1846-57
	Silas Wheeler,	1857-61
	Joseph Turvey Fellows,	1861-66
	Augustus Davis,	1866-67
	Wm. Merrifield,	1867-69
	M. L. Blair,	1869-73
	Thomas D. Thomas,	1873-82

Hyde Park, Lack. Co., Thomas D. Thomas, Feb. 28, 1882

Office discontinued Oct. 22, 1883.

Providence, Luz. Co.,	Benjamin Slocum,	1811-29
	John Vaughn,	1829-39
	Voltaire Searle,	1839-40
	J. R. Bloom,	1840-45
	John P. Harding,	1845-46
	David S. Koon,	1846-49
	Henry Reichard,	1849-51
	Charles T. Atwater,	1851-52
	Elizabeth Atwater,	1852-54
	Sylvanus Eastabrooks,	1854
	H. Hollister,	1854-61
	B. P. Couch,	1861-67
	J. R. Bloom, Jr.,	1867-69
	Henry Roberts,	1869-80

Providence, Lack. Co., Henry Roberts, Jan. 8, 1880

Office discontinued Oct. 22, 1883.

Scranton, Luz. Co.,	John W. Moore,	1850-51
Scranton, Luz. Co.,	John W. Moore,	1851-53
	Joel Amsden,	1853

Scranton, Luz. Co.,	Benjamin H. Throop,	1853-57
	Laton S. Fuller,	1857-61
	Douglas H. Jay,	1861-64
	A. H. Coursen,	1864-66
	W. H. Pier,	1866-69
	James S. Slocum,	1869-74
	J. A. Scranton,	1874-81
Scranton, Lack. Co.,	E. C. Fuller,	May 5, 1881-5
	D. W. Connolly,	1885-89
	D. M. Jones,	1889-93
	Frank M. Vandling,	1893-97
	Ezra H. Ripple,	1897

### *Early History of Lackawanna Valley Postoffices.*

Under the name of "Providence," the first postoffice in the Lackawanna valley was established at Unionville, January 10, 1811.

Benjamin Slocum was the first postmaster in the place. His father and mother, Jonathan and Ruth (Tripp) Slocum, along with their seven sons and three daughters, were the first of the Slocums that came from Rhode Island to settle in the Wyoming valley. That was in the year 1777.

Frances Slocum, the Indians' captive, was Postmaster Benjamin's sister, and his father, Jonathan, and maternal grandfather, Isaac Tripp, were killed by the red men, December 16, 1778.

Unionville had also been known by the name of Dark Hollow or Deep Hollow. The Slocums christened it Unionville. It was a small hamlet, but soon became an important manufacturing centre, and afterwards formed part of the territory that was successively called Slocum Hollow or Slocum's Hollow, Lackawanna Iron Works, Harrison, Scranton and Scranton.

In 1798 Benjamin's brother, Ebenezer Slocum, went into partnership with James Duwain and purchased from John and Seth Howe, two of the earliest settlers in this district, the grist mill and undivided land at Deep Hollow. The transfer

of the properties from the Howes to Slocum and Duwain was hastened by a terrible tragedy in the Howe family, which sad affair is thus described by Dr. Hollister: "Lydia, the eldest born of John Howe, depressed by some disappointed visions of girlhood, was found dead in her chamber, having hanged herself with a garter attached to her bedpost. The effect of this suicide—the first in the valley—removed every speculating consideration or cavil from a trade which placed the mill and the wild acres around it in the hands of the Slocums."

Ebenezer Slocum and his partner Duwain enlarged the grist mill, added a distillery to it, and in 1799 built a saw mill and a blacksmith shop nearby. These plants, a copper shop, and a few rude dwellings were all the structures that could be seen in Slocum Hollow in 1800.

The spring freshet of 1799 carried away two of the mill dams and Duwain, becoming discouraged by their loss, withdrew from partnership with Ebenezer Slocum. Duwain's place was immediately filled by Benjamin Slocum, Ebenezer's brother, and the two new partners, with that sturdiness of character, perseverance and industry for which the Slocum family has always been noted, began operations which resulted in establishing a splendid business reputation for them and in bringing plenty of money to their treasury.

In 1800 the Slocum brothers built in the Hollow a forge which had two fires and one trip hammer. Anthracite coal, not having as yet come into general use, charcoal was used for heating purposes at the forge. Iron ore was placed in stone furnaces, melted and separated from the slag. The iron was again melted and formed into balls which were worked into any desirable shape by means of the trip hammer. All kinds of serviceable agricultural instruments were made in the Slocum plants and the farmers from the surrounding country eagerly began to purchase them. The Slocums began to prosper. The dams destroyed by the freshet were rebuilt by a farmer's "bee." Elisha Hitchcock, a hard-working and reliable young man—he afterward married Ebenezer Slocum's daughter, Ruth—repaired the mill and the firm put another in operation in 1811. The land about the Hollow was then

cleared, and large quantities of iron, lumber, flour, feed and whiskey were produced by the several Slocum plants.

Joseph Slocum, a son of Ebenezer, speaking about his father's and his uncle's business at the Hollow, said: "All transactions here, and all transactions on my father's books, bear the name of Unionville as late as 1828; but the place was known far and near as Slocum Hollow, and was so named in 1816 by a jolly Dutchman named James Snyder."

Forty or fifty men were employed at the works in the Hollow and the firm had several teams on the road carrying whiskey, provisions, flour and feed to neighboring towns.

Slocum Hollow iron was of good quality and was much sought after. But the ore began to fail, rival furnaces sprang up in other places, and prices for iron had to be so greatly reduced that its manufacture was no longer profitable. The star of the Slocums was no more in the ascendant. Nor did things generally show any signs of improvement.

The Slocums made their last iron June 10, 1822, and a few years later their last whiskey. In the spring of 1826 Ebenezer and Benjamin Slocum dissolved partnership. Benjamin went to Tunkhannock and died there in 1832. Ebenezer went to his reward the same year.

And then Unionville, which for a quarter of a century had been one of the busiest and happiest places in the country, became, for a time at least, a sad, silent and dark village.

During their operations at Unionville the Slocums became the owners of 1800 acres of land, the greater part of which was underlaid with coal.

Joseph Slocum, Ebenezer's son, built a saw mill in the Hollow in 1848. He sold it to T. P. Reddington, who was unable to pay for it, and it was disposed of at sheriff's sale. It was bought in by Mr. Slocum and he sold it to John Beekman in 1858. It has long since decayed, and there is nothing even of its ruins left to mark the spot where it stood.

#### MAIL ROUTES.

The History of Luzerne, Lackawanna and Wyoming Counties, says: "The first regular stage, a two-horse

vehicle, was established between Easton and Philadelphia in 1806 by Messrs. Robinson and Arndt. The trip was made weekly and required a day and a half each way. Conrad

stage weekly between Sunbury and Painted Post by way of Wilkes-Barre, Tunkhannock, etc., from 1810 to 1816. Pearce says of him: 'He was a large, fat man, of a jovial disposition and desirous of making a favorable impression on strangers. He drove stage, his own stage, up the river. He took pleasure in pointing out *his* farms to the passengers. He frequently informed them as he passed the large residence and farm of Colonel Benjamin Dorrance, in Kingston, that he was the owner, and if asked why he drove stage would reply that he loved to rein four horses but had no taste for farming.'

"About the year 1822 the first stage ran between Wilkes-Barre and Dundaff. It was at first a two-horse vehicle, and was run by the brothers Daniel and John Searle. Two years later a four-horse vehicle replaced the first, and the route intersected the Milford and Owego Turnpike at Carbondale. The Searle Brothers were then the proprietors of the line. Pearce records George Root as the veteran stage driver of this region, a title which a service of forty years entitled him to."

When the postoffice was established at Unionville (Providence P. O.) the mail was carried on horseback by Zephaniah Knapp twice a week, and in bad weather once a week. His route was from Wilkes-Barre, via Slocum Hollow, to Wilsonville, then the county seat of Wayne county. He returned by way of Bethany, Belmont, Montrose and Tunkhannock.

The Unionville postoffice was at the upper distillery which stood on the site now occupied by the blast furnaces.

OFFICE REMOVED TO PROVIDENCE, PA.

Postmaster Benjamin Slocum served for several years and then resigned in favor of John Vaughn, Jr., who in 1829



*Postoffice and Government Building.*

Teter is still remembered by some of the oldest citizens as one of the earliest stage proprietors. He carried the mail in his

removed the office to his store on the southwest side of Razorville Corners, which was then known by several people as "Centréville," but which we now call Providence.

The removal of the postoffice from Unionville to Providence left the Unionville or Slocum Hollow part of the district without a postoffice for twenty-one years, or prior to the establishment of the office at Scranton on April 1, 1850, when John W. Moore was appointed postmaster.

"In the winter of 1847-48," said J. C. Platt, in a lecture before the Scranton Historical Society, "a census was taken to show the necessity of a postoffice at this place (Harrison, Scranton or the Lackawanna Iron Works). O. P. Clarke, postmaster at Hyde Park, gave a written statement showing that seven-tenths of the mail matter received at his office went to Harrison or the Lackawanna Iron Works. The petition asked to have Dr. B. H. Throop made postmaster, but President Polk's Postmaster General ignored the application.

#### SCRANTONIA POSTOFFICE, PA.

"Another effort was made during the session of Congress of 1849-50, which resulted in the establishment of an office under the name of Scranton, and the late John W. Moore was made postmaster. The writer [J. C. Platt] took the first letter and paper from the office when it opened, April 1, 1850."

According to Dr. Throop, John W. Moore, who opened the first tailor shop in the Hollow—or Harrison, as it was then called in honor of that President's recent election—obtained permission to take the mail matter from Hyde Park to his store and there distribute it to the persons to whom it was addressed. He soon, however, tired of the thankless

job, says Dr. Throop, and induced Joel Amsden to assume the postmastership. Mr. Amsden, too, soon gave up the undertaking, asserts the doctor, and desired to be released from the position, as there were no facilities for conducting the business properly.

Dr. Throop goes on to say that he himself erected a dwelling and drug store about where Clark & Snover had their tobacco factory until a few years ago. It was a two-story frame-structure, and at the front end of the counter a desk was arranged to give ample facilities for handling the mail. "I was appointed postmaster," says Dr. Throop, "by S. R. Hobie, Assistant Postmaster General, May 6, 1853, and commissioned by Franklin Pierce, February 4, 1857, and continued under the administration of President Buchanan. The office was in charge of E. C. Fuller, my deputy, for all these years, until Laton S. Fuller, his brother, was appointed my successor."

#### FIRST POSTOFFICE.

It will, no doubt, have been observed by the reader, that, although the first postoffice in the Lackawanna valley was called "Providence," that that office was really opened at Unionville or Slocum Hollow, a place that afterward spread out and became the city of Scranton proper.

#### SCRANTON'S POSTMASTERS.

The following gentlemen served as postmasters of Scranton in the order named: John W. Moore, 1850-53; Joel Amsden, 1853; Benjamin H. Throop, 1853-57; Laton S. Fuller, 1857-61; Douglas H. Jay, 1861-64; A. Hampton Coursen, 1864-66; W. H. Pier, 1866-69; James Scovell Slocum, 1869-74; Joseph A. Scranton, 1874-81; E. C. Fuller, 1881-85; D. W. Connolly, 1885-89; D. M. Jones, 1889-



Col. E. H. Ripple, Postmaster.

93 ; Frank M. Vandling, 1893-97 ; Ezra H. Ripple, 1897.

#### SCRANTON INCORPORATED.

The city of Scranton was incorporated April 23, 1866, and now embraces within its territorial limits the ancient boroughs of Providence and Hyde Park, but the two latter places continued to have separate postoffices until the extension of the free delivery service to them in 1883, when their offices were abolished.

#### SCRANTON'S RAPID GROWTH.

Very few cities in this or any other country have grown so rapidly in population and wealth as Scranton. In 1850, the population was 2,230 ; in 1860, 9,223 ; in 1870 (including Providence and Hyde Park boroughs), 35,092 ; in 1880, 45,850 ; in 1890, 75,000 ; in 1900, 102,000.

#### HYDE PARK POSTOFFICE.

The Hyde Park postoffice was established July 14, 1832, and the late Judge William Merrifield, father of our distinguished townsman, Edward Merrifield, was the first postmaster here. Judge Merrifield held the office for less than a month—from July 14, 1832, to August 9, 1832—then he moved out of Hyde Park, and his father, Robert Merrifield, was appointed. On returning to Hyde Park, Wm. Merrifield was reappointed postmaster, June 5, 1834. Judge Merrifield was succeeded by Joseph Griffin, 1843, and his successors were Oliver P. Clark, 1846 ; Dr. S. M. Wheeler, 1857 ; Joseph Turvey Fellows, 1861 ; Augustus Davis, 1866 ; Judge William Merrifield, 1867 ; Captain M. L. Blair, 1869-73 ; Thomas D. Thomas, 1873-83.

#### LOCATION OF SCRANTON POSTOFFICE.

In 1850 the Scrantonia postoffice was in a building near

the iron works. It was removed to Amsden's block early in 1853 and soon afterward to a building which stood on the ground now occupied by the Scranton Bedding Company. In 1855 it was removed to Fuller's Drug Store ; in 1861 to a building on the site of the First National Bank ; in 1864 to a building on the site of 310 Lackawanna avenue ; in 1865 to the corner of Center street and Penn avenue ; in 1871 to Wyoming avenue ; then to the corner of Penn avenue and Spruce street, and in 1894 the new postoffice was completed and the business was transferred to that establishment



Dr. W. Forwell, Assistant Postmaster.

#### *Biographies of Scranton's Postmasters.*

##### BENJAMIN SLOCUM.

Benjamin Slocum was the first postmaster of the first postoffice in the Lackawanna valley. That office, as already stated, was established in 1811 at Unionville, or Slocum Hollow, but it was officially known as the "Providence" postoffice. Providence township was called after Providence, Rhode Island, by some of the pioneer settlers in this part of the country.

Benjamin Slocum was born December 7, 1770. He was the son of Jonathan and Ruth (Tripp) Slocum. In middle life he married Phoebe La France in Providence Township. The following four children were the result of this union : Maria, married Dr. Silas Robinson, of Hyde Park ; Frances, married Samuel Nicholson, of Wilkes-Barre ; Ruth, married Henry Stark, of Tunkhannock ; Thomas Truxton, a son, also married. Mr. Slocum went into partnership with his brother Ebenezer, at Slocum Hollow, where they conducted the business connected with their grist mill, saw mills, forge, still house, and flour, feed and provision stores.

One of Benjamin's brothers, William, was sheriff of Luzerne county from 1796 to 1799. Luzerne county in those days included the territory now covered by Luzerne, Wyoming, Susquehanna and Bradford counties. Later, from 1849 to 1852, another brother, Joseph, was associate judge of Luzerne county.

Postmaster Benjamin's nephew, Joseph Slocum, the son of Ebenezer, was well known to the present generation hereabouts. By inheritance and purchase he owned at one time over 600 acres of coal lands in the heart of the city of Scranton, and by the sale of these lands he realized a considerable fortune. He was the first burgess of Scranton, and for many years city auditor. In December, 1880, he and his faithful and devoted wife celebrated their golden wedding, and the affair was attended by the Slocums from all over the country. He died in June, 1890.

Joseph Warren Slocum, grandnephew of Postmaster Benjamin and son of Joseph Slocum, now lives with his family at the homestead in South Scranton. He was for many years Deputy United States Marshall. He possesses many interesting relics of the Slocum family and is an entertaining and instructive conversationalist.

#### FRANCES, THE INDIANS' CAPTIVE.

Postmaster Benjamin's sister, Frances, was carried into captivity by the Indians, November 21, 1778, and she never returned. Some of her relatives visited her in 1837, at her home near Logansport, Ind., and requested her to return to the Wyoming valley with them, but she refused to do so. She was married to an Indian and had a family. She died at her residence on the Mississinewa, near Peru, Ind., March 23, 1847. The postmaster's father and maternal grandfather, Jonathan Slocum and Isaac Tripp, respectively, were killed and scalped by Indians and Tories in the town post of Wilkes-Barre, December 16, 1778, and Benjamin's brother, William, was wounded at the same time by the red men.

Benjamin Slocum was postmaster of Unionville (Providence) from 1811 to 1829, when he resigned in favor of John

Vaughn, Jr., who removed the office to "Razorville Corners," which at that time was called "Centreville" by some, and which is now known as Providence. Mr. Slocum soon afterward retired to Tunkhannock, where he died July 5, 1832. His brother, Ebenezer, with whom he had been so many years in partnership at Unionville, died twenty days later, July 25, 1832.

The Slocums were Quakers, and like most persons of their religious views were kind, patient, hard-working and persevering. They had faith in the Supreme Being, in their fellow men and in themselves, and with that faith, and such other qualities as they possessed, it would have been next to impossible for them not to have made the world better for their having lived in it.

Today there is scarcely a town or city of any considerable size in the United States that one cannot find representatives of the Slocum family, and like their ancestors, they are all good, trustworthy people and an honor to every community in which they reside.

#### JOHN VAUGHN, JR.

John Vaughn, Jr., succeeded Benjamin Slocum as postmaster of Providence. The office as before stated was at first situated in Unionville or Slocum Hollow. Mr. Vaughn moved it to "Razorville Corners," now Providence, in 1829. He held the position of postmaster until 1839.

The Vaughns have a remarkable and interesting history. Mayor Frederick W. Vaughn, of Fremont, Neb., who is writing a full account of the family, in response to inquiries made by the compiler of this book, spoke as follows:

"My father, E. R. Vaughn, now over eighty years of age, says: 'There were three brothers came either from New York state or Connecticut. The brothers were named John, Edward and Richard.'

"Richard, my great grandfather, located near Wyalusing, John at Providence township and Edward went further south, and I think finally stopped at Philadelphia. Richard was a private in the Revolutionary War, enlisting September 1,

1777, in Captain Peter Grant's Company of Grayson's Regiment of Foot Continental Troops, commanded by William Grayson. When Richard's term of enlistment was over he came home and was appointed May 1, 1789, by Governor Mifflin, Lieutenant of the Fifth Company of Foot, in the Second Battalion of Militia in the County of Luzerne."

The John Vaughn referred to by Mayor Vaughn was Captain Vaughn, the father of Postmaster John Vaughn, Jr.

Dr. Hollister, in his "History of the Lackawanna Valley," writes as follows concerning the captain :

"Upon the road through Providence to Carbondale the observer cannot fail to notice in Blakely, lying just below the road in the meadows to the southwest, a large orchard where (Capt.) John Vaughn, who had seen service in border warfare, settled with his sons in 1797."

Captain Vaughn had several sons and daughters. Old residents of Providence remember some of them. John L. Travis, of Scranton, has a distinct recollection of John, Jr., Moses, and Isaac, three of the captain's sons. There was another son, Henry, who seems to have dropped out of the memory of the present generation. Samuel Wint, of Providence, himself an old soldier, who married one of Postmaster Vaughn's daughters, has documents in his possession which show that this Henry was commissioned a second lieutenant in the Sixth Company, 116th Pennsylvania Volunteers, and that while engaged as a ship carpenter on board the steamer Tasmania he fell overboard and was drowned in the Mississippi about the year 1821.

Postmaster John Vaughn, Jr., was born in 1797. In 1842 he was married to Malvina Marsh, of Carbondale. The following children of the marriage survive : Mrs. Frances Dunn, Mrs. Emma Wint, Mrs. Delcie McKean, Mrs. Valvacy Eppling, and Albert Vaughn, a machinist.

Mrs. John Vaughn died in February, 1898, aged seventy-four years.

In 1814, when the future postmaster, John Vaughn, Jr., was in his seventeenth year, he became a member of a detachment, under Captain Peter Hallock, from the 35th Regiment

of old Luzerne county to, go, with four other detachments from regiments in adjoining counties, to defend the city of Baltimore when that place was threatened by the British. The detachments proceeded as far as Danville, when on the receipt of the news of the repulse of the enemy, they were ordered to return.

Postmaster Vaughn received a pension for this service up to the time of his death, which occurred in March, 1859. The pension was continued to his widow up to the time of her demise in February, 1898. Postmaster Vaughn was a Justice of the Peace in Providence. He was for many years a prominent merchant in the borough. He was, at one time, in partnership with John Heermans. The two conducted a general store. Mr. Vaughn had also Nathan Wint as a partner; that was in 1857-58, a year or two prior to the former's death.

Mr. Vaughn was made a member of Lodge 61, F. & A. M., at Wilkes-Barre, in 1825.

#### VOLTAIRE SEARLE.

Voltaire Searle, who succeeded John Vaughn, Jr., as postmaster of Providence, was born in 1810. He was the son of Miner and Eunice Searle, and great grandson of Constant Searle, one of the victims of the Wyoming massacre.

Mr. Searle was twice married—the first time in 1837 to Miss Caroline T. Vaughn, who bore him three children, one of whom, Duane Searle, survives. He is an architect and engineer and lives at 21 Astor place, Jersey City, N. J. Mr. Searle's second marriage took place in 1846, and this time he was wedded to Miss Amanda Carey. Two children were born of this union. They are George Searle, of New York, and Joseph Miner Searle, of Pittsburg.

Postmaster Voltaire Searle came of brave and patriotic stock. Pearce's Annals of Luzerne gives the following account of the Searle family :

"In reply to your question, I said that Mr. Stephen Abbot married a Searle—Abigail, daughter of William Searle. He was a son of Constant Searle. The last named (Mrs. Abbot's

grandfather) was in the battle. He was a man advanced in age, having several sons and daughters married, and being the grandfather of several children.

"What ! Old men ! Grandfathers ! were such subject to go out ?"

"They were ; the able-bodied men fit for war being marched away created the terrible necessity which drew to the battlefield old and young.

"Mr. Searle was there and a son of his, Roger Searle, quite a young man ; his son-in-law, Captain Dietrick Hewitt, commanded the Third Company raised at Wyoming by order of Congress, a very short time before the invasion.

"So there were three of the family in this engagement. A fourth, William Searle, would also have been there, but was at the time confined to the house by a wound received from a rifle shot while on a scouting party a few days previous to the battle.

"How unsuitable it was that a man like old Mr. Searle should go out will further appear from the fact that he wore a wig, as was not unusual with aged men in those days. The bloody savages, in their riotous joy after their victory, made this appendage a source of great merriment. A prisoner (adopted, I have reason to think, after the Indian fashion) was painted and permitted to go down from Wintermoots to Forty Fort to take leave of his mother, under a guard. When near the brook that runs by Colonel Denison's he saw a group of savages in high glee. On going near he beheld an Indian on a colt with a rope over the bridle having on his head, hind side before, the wig of Mr. Searle. The colt would not go and one of the wretches pricked him with his spear. He sprang suddenly ; the Indian fell on one side, the wig on the other, and the demons raised a yell of delight.

"Mr. Searle before he went out to battle took off a pair of silver knee buckles which he wore and gave them to his family, saying that they might impede his movements ; if he fell he would not need them, and if he returned he could get them. There was evidently a strong presentiment in his mind, 'I go to return no more.'

"Old men, unfit for war, by the necessity of the case, were forced into the field against trained, youthful and expert warriors.

"The very young were there also. Roger Searle, son of Constant Searle, a young man of eighteen or nineteen, stood by the side of William Buck, a lad of fourteen. They fought together. Buck fell. Searle escaped.

"William Searle, Mrs. Abbott's father, went out through the wilderness with the family, having twelve women and children under his care. I have seen a memorandum kept by him. It runs thus :

" 'Battle of Westmoreland, July 3, 1778.

" 'Capitulation ye 4th.

" 'Prisoners obtained liberty to leave settlement ye 7th.'

"The account proceeds to the 25th when they arrived at their former residence in Stonington, Conn."

It will be seen from this memoranda that at that time it took eighteen days to go from the Wyoming valley to Connecticut.

Continuing his account of the Searle family, Mr. Pearce says :

"Four of the name, to wit : Roger, William, Constant and Miner Searle, were, forty-five years ago (in 1800), among the most intelligent and influential citizens upon the Lackawanna. But they all died in mid-life. Constant, who was in the battle, died at Providence, August 4, 1804, aged forty-five years. Their descendants retain or possess several of the most valuable farms in old Westmoreland."

In Postmaster Searle's time Nathaniel Cottrill kept a tavern on the site now occupied by the Bristol House, in Providence. Mr. Cottrill also kept a general store on the opposite (southwest) corner of the street and the postmaster was once a clerk in the latter establishment.

Voltaire Searle held the office of postmaster at Providence between 1839-40.

JACOB R. BLOOM, SR.

Jacob R. Bloom, postmaster of Providence from 1840 to 1845, was born in Bennington, Vermont, November 14, 1802.

He first settled in Blakely, afterward resided in Dunmore, and finally settled in Providence. There were only six houses in the north end when he settled there. He was a wheel-wright by trade, but was quite handy with all kinds of tools, and built with his own hands the house in which he resided. In the early forties he owned a hotel on North Main avenue and, as a host, he was always noted for his kindness and hospitality. He was quite liberal in his religious views and loved his fellow man of every and no denomination. There was nothing narrow or "small" about "Jake" Bloom. Although a non-Catholic he donated to the Catholics a large plot of land on which they built their church in Providence. He also gave several lots to persons too poor to pay for them.

When Mr. Bloom was constable in Providence there was as much, if not more, respect for persons and property as when there was a whole squad of police there.

In politics Mr. Bloom was a pronounced Democrat and would never, at any time, nor under any consideration, go back on his principles. It was one of his boasts that he voted for every Democratic nominee for president, from Andrew Jackson, in 1828, to William Jennings Bryan, in 1896.

Mr. Bloom was three times the Democratic nominee for sheriff of Luzerne county, but met with defeat each time.

He was possessed of considerable wealth but lost most of it by assuming several financial obligations incurred by his friends.

Mr. Bloom died at Providence, May 15, 1897. He was a member of Hiram Lodge of Masons, organized in Providence in 1852. He was twice married and was the father of seventeen children. His first wife was Clara La France. His second wife was Miss Clara Wall, daughter of Mr. and Mrs. Thomas Wall, of Benton township.

Five children survive Mr. Bloom. They are Caleb, of St. Paul, Minn.; Mrs. Ruth Clark, of California; Mrs. C. P. Grant, of Green Ridge; Frank M., of St. Louis, and Mrs. Joseph R. Silkman, of Providence.

Jacob R. Bloom, Jr., one of the sons of the subject of our sketch, was postmaster of Providence from 1867 to 1869. He

died in 1871. A short biography of him appears elsewhere in this book.

#### JOHN P. HARDING.

John P. Harding was postmaster of Providence for one year (1845-46) under the administration of James Knox Polk. Mr. Harding was an employe in "Nat" Cottrill's hotel at "the corners," and was quite popular with all classes of the community. His predecessor, J. R. Bloom, notwithstanding that he was an ardent Democrat, and an appointee of President Martin Van Buren, managed to retain his office under the administrations of Presidents William Henry Harrison and John Tyler until 1845. John Silkman, one of the oldest residents of Providence, says that at that time a dispute arose between Mr. Cottrill and Mr. Bloom with the result that Mr. Cottrill used his influence to have Mr. Bloom superseded by Mr. Harding, and succeeded in displacing the latter as postmaster of Providence.

#### DAVID S. KOON.

David S. Koon was postmaster at Providence from 1846 to 1849 during the administration of President Polk. He was of Knickerbocker Dutch origin. His father, Henry Koon, settled in New York state and was a soldier in the war of 1812. David S. was born in Dutchess county, September 9, 1818. He received a common school education and graduated in a printing office at Carbondale, Pa. He read law in the office of D. K. Lathrope, of Carbondale, and was admitted to the bar January 5, 1848. He practiced at Carbondale, Providence and Pittston. He was appointed cargo inspector of the North Branch Canal and had his office at Beech Haven for about a year. That was about 1853. He was afterward appointed collector of canal tolls, at Pittston, Pa., and held this office for four years.

Mr. Koon was elected to the House of Representatives of Pennsylvania in 1866, and in 1867 he was appointed deputy revenue assessor under President Johnson. He at different times held several township and borough offices. He was married in January, 1849, to Eliza A., daughter of Amasa

Hollister, of Kingston township. He died a few years ago at Wilkes-Barre, Pa.

#### HENRY REICHARD.

Henry Reichard, postmaster of Providence between 1849 and 1851, was born at Easton, Pa., in 1814. He was a tailor by trade. His wife was Catherine Ackerly, daughter of John and Elizabeth Ackerly, of Abington township. Mr. Reichard took quite an active interest in politics. In his time it was customary to have vocal as well as instrumental music at political gatherings and he frequently sang for the delectation of the multitude.

I. A. Reichard, one of Postmaster Reichard's sons, holds an important position in the coal department of the Delaware & Hudson Company at Scranton, and another son, N. L. Reichard, is an employe of the Ontario & Western Railroad at Carbondale.

#### CHARLES TOWNSEND ATWATER.

Charles Townsend Atwater was appointed postmaster of Providence in 1851, and died the following year. His widow, Elizabeth, finished the unexpired term of his postmastership (1852-54).

Postmaster Atwater was born in New Haven, Conn., March 2, 1813. He was educated in the public schools in that city. In the early twenties he came with his father, Heaton Atwater, to Mount Pleasant, Wayne county. The latter gentleman moved to Hyde Park about the year 1830 and, for a time, was proprietor of the White hotel. He died in Hyde Park in 1832.

On October 24, 1834, Postmaster Atwater was married to Elizabeth Snyder and went to Mount Pleasant where he remained a year. He then returned to Providence and shortly thereafter went into the mercantile business in that place and at Dunmore. He resided at Providence and died there October 22, 1853.

Postmaster Atwater had eight children—three sons and five daughters. His oldest son, H. H. Atwater, was for forty years cashier of the First National Bank at Patchuna

and died there August 10, 1897. Charles, the second son, now resides in Scranton, and William, the third son, in West Pittston. Postmaster Atwater's daughter, Miss Ellen, was married on November 25, 1854, to Charles Law, one of West Pittston's most prominent and respected citizens. The couple still reside there. Miss Elizabeth was married to Solon Woodward and lives at Carbondale. The three other daughters were also married. They were Mrs. Angelina M. Gurney, of Vestal, N. Y., deceased; Mrs. Mary C. Ryman, of Dallas, Pa., deceased, and Mrs. Frances Woodward, of WilLOW Springs, Mo.

Postmaster Atwater was a lineal descendant of David Atwater, who emigrated from the South of England, and settled in New Haven, Conn., in 1638. David died in that city October 5, 1692. One of the ancestors of the subject of our sketch was killed in a battle with the British at Cornpo Hill, April 28, 1777. Postmaster Atwater was a man of sterling honesty and was beloved and respected by all his neighbors, irrespective of their class, creed or nationality.

#### SYLVANUS EASTABROOKS.

Sylvanus Eastabrooks, postmaster of Providence in the year 1854, was born at Wysox, Pa., in February, 1818. He learned the wheel-wright trade at Troy, Pa., and was married at that place. He moved to Providence and conducted a wagon shop in all its departments until 1841, part of the time individually and part of the time as a partner in the firm of Eastabrooks & Barton, and later he was in partnership with Mr. Bell. He moved to Towanda, Pa., in 1864, and engaged in the mercantile business for a few years. From Towanda he went to Elmira, and was in the service of the Northern Central Railroad Company until 1882, when he died. Mr. Eastabrooks was a member of the first board of school directors of Providence borough.

W. N. Eastabrooks, a son of the deceased postmaster, lives at Elmira, N. Y. He is the vice-president and general manager of the New York and Pennsylvania Telephone and Telegraph Company.

DR. HORACE HOLLISTER.

Dr. Horace H. Hollister succeeded Sylvanus Eastabrooks in 1854 as postmaster of Providence, and held the office until 1861. He was a man of considerable literary ability and the writer of some historical works dealing with matters in the Lackawanna valley. He was one of the most skillful physicians in the country and had a large practice. He was of a kind, genial disposition and his greatest delight was to go about doing good.

Dr. Hollister was born in Salem, Wayne county, Pa., November 2, 1822. He was raised on his father's farm. He received a common school education at his home and was a pupil in academies at Bethany and Honesdale between 1840 and 1843. During the summer months of 1837 and 1838 he was engaged in transporting general merchandise on the North Branch canal, the Union canal and Schuylkill canal from Philadelphia to Wilkes-Barre, and was then known as Captain Hollister. He afterward studied medicine with Dr. Charles Burr, of Salem, with Dr. Ebenezer T. Losey, of Honesdale, and with Dr. Benjamin Throop, then of Providence. He graduated from the University of the City of New York in March, 1846, and immediately began the practice of his profession at Providence, Pa. Among his literary works are "History of the Lackawanna Valley," "Coal Notes," "History of the Delaware & Hudson Canal Company," and "Recollections of Our Physicians." He also wrote several interesting magazine and newspaper articles. He died in Scranton, December 29, 1893.

Dr. Hollister's collection of Indian stone relics is acknowledged to be the largest and most complete of its kind in the world. The collection comprises 20,000 pieces of stone, burned clay, bone and copper, each piece representing every kind of weapon used by the savages of North America. The collection is valued at \$10,000. Efforts have been made from time to time by the Smithsonian Institution at Washington, D. C., to obtain this fine collection, but the doctor refused to part with it, and it is still on exhibition at his late residence on North Main avenue, Providence.

Dr. Hollister was a member of several historical societies. His talented and gracious sister, "Stella of Lackawanna" (Mrs. Harriet G. Watres), is a poetess whose many tender and beautiful compositions have delighted thousands of people. Dr. Hollister's nephew, Dr. P. G. Goodrich, is the author of the "History of Wayne County, Pa."

BENJAMIN P. COUCH.

Benjamin P. Couch, postmaster of Providence from 1861 to 1867, was born in Connecticut in 1822, and came at an early age to Pennsylvania, settling first at Uniondale. Shortly after his arrival there he was joined in marriage to Miss Catherine Hice. One son, George D., was born to them June 19, 1848.

The family moved from Uniondale to Providence in 1853 and Mr. Couch became a partner in business with Sweet Gardner.

George D. Couch, the postmaster's son, was educated at the public schools in Providence and afterward took a short commercial course in the Wyoming Seminary. He entered the Second National Bank of Scranton at the age of eighteen and remained with that institution for a year, after which he went to Carbondale and was engaged for twenty-six years as teller in the First National Bank there. He also conducted an extensive insurance business. Mr. Couch was married to Miss Lydia J. Clark, daughter of Stephen S. and Jane (Jordan) Clark, July 8, 1873. Four children, three of whom survive, were born to them. The latter are George Franklin, Helen and Fred. Mr. Couch died June 19, 1894. His widow, assisted by her eldest son, George, still conduct the insurance business started by Mr. Couch at Carbondale. Postmaster Benjamin Couch died May 1, 1874.

JACOB R. BLOOM, JR.

Jacob R. Bloom, Jr., was postmaster at Providence from 1867 to 1869. He was a son of Postmaster Jacob R. Bloom, Sr. He was born in 1843. He was a carpenter by trade. His wife was Miss Marion Burnham, a daughter of Mr. and Mrs. Hezekiah Burnham. She is now the principal of the

public school in Park Place. Mr. Bloom died November 20, 1871. At the time of his death he was weigh-master and telegraph operator for the Delaware & Hudson Company at the Cayuga shaft.

#### DR. HENRY ROBERTS.

Dr. Henry Roberts was postmaster of Providence from 1869 until 1883, when the office there was abolished and merged into that of Scranton. He was born June 14, 1821, in the township of Eaton, Wyoming county, Pa. His father was the Hon. Henry Roberts, for many years associate judge, justice of the peace, and one of the commissioners of old Luzerne county.

Dr. Roberts took up his residence in Providence in 1850, when it was a small village, and when the land now comprising Scranton was almost an uninhabited swamp. He received a common school education. He entered Jefferson Medical College, Philadelphia, in May, 1843, and graduated in 1845. He married in 1848, Lucetta Hartley, daughter of Judge William Hartley, of Susquehanna county. Six children were born to them. One of the daughters was the wife of the late Dr. Furman B. Gulick, of Scranton. Dr. Roberts practiced medicine for five years at Laceyville, Wyoming county, and in May, 1850, took up his residence in Providence. He was a member of an expedition that set out in 1859 to explore the country west of the Missouri; he was accidentally shot by the discharge of a gun in the hands of a companion, July, 1859, and lost the use of his right arm; he removed to Salt Lake City and was the guest of Brigham Young's family physician; he travelled through California; returned to Providence in 1861 and resumed the practice of medicine.

In 1863 Dr. Roberts enrolled a full company of men in less than twenty-four hours and accompanied them to Camp Curtin at Harrisburg where he organized the Thirtieth Regiment of Pennsylvania Volunteer Militia, with W. N. Monies as their colonel, and served with it as volunteer surgeon until the discharge of the regiment.

In 1864 he was commissioned by President Lincoln,

examining surgeon for claimants for pensions and held that office for years. In 1866 he was elected a member of the select council of the newly formed city of Scranton and was re-elected to that office for nine years.

Dr. Roberts is of Whig stock and when the Republican party came into existence he became one of its staunchest supporters. He was a candidate for Congress from the Twelfth District of Pennsylvania in 1878 and not only secured his full party vote, but drew largely from the ranks of the Democrats. Dr. Roberts is a man of refinement and culture and has a winning manner. He is the soul of honor and is intelligent, amiable and wise.

#### JOHN W. MOORE.

John Wildrick Moore was appointed postmaster of Scranton in 1850, and held the office for nearly three years. His successor was Joel Amsden who was postmaster for only two or three months in 1853.

Postmaster John W. Moore was born in Hardwick, N. J., September 28, 1809, and was married to Miss Edna Laing, of his native place. At an early age he went to Belvidere, N. J., and spent some years there. In 1846 he came to what is now Scranton, and opened his tailor shop in the Hollow here. He had four sons—Martin, Austin, Sylvester and Eugene. Austin died in 1894. The other sons are now living in New Jersey. M. G. Moore, son of Austin Moore and grandson of Postmaster Moore, holds a responsible and lucrative position with the Cambria Steel Company, at Johnstown, Pa.

Postmaster Moore was for many years chief clerk in the grocery department of the Lackawanna Coal & Iron Company's store in Scranton.

During Mr. Moore's postmastership the name of the post-office was changed from Scranton to Scranton (January 27, 1851). Postmaster Moore died in 1882.

#### MAJOR JOEL AMSDEN.

Major Joel Amsden, who, for a couple of months in 1853, was John W. Moore's successor as postmaster of Scranton, was born in Hartland, Vt., September 3, 1812, and was the

son of Joseph and Jerusha Brown Amsden. In 1834 he graduated from the Norwich University—a military academy founded at Norwich, Vt., in 1819 by Captain Alden Partridge, a graduate of West Point in 1806. His first employment was with what is now the New York, Lake Erie & Western Railroad. From 1838 to 1846 he was the resident engineer of Erie and Black River canals with headquarters at Boonville and afterward at Rome, N. Y. He then spent three years practicing his profession in Boston, Mass., and afterward located at Easton, Pa., where he was called to remodel the Glendon Iron Works at that place. At the solicitation of Colonel George W. Scranton he came to Scranton in 1850, and became connected with the Lackawanna Iron & Coal Co.

Major Amsden laid out for the company the plot for the borough of Scranton, and drew plans for St. Peter's Cathedral. He was the resident engineer of the Northern and Southern Division of the D. L. & W. R. R. at Scranton, and subsequently chief engineer. From 1857 to the time of his death in 1868 he practiced his profession of architect and engineer in Scranton.

During Mr. Amsden's residence in Rome, N. Y., he was commissioned as brigade inspector, with the rank of major, of the Fifth Brigade of Artillery of New York State. He was a member of the Independent Order of Odd Fellows.

Major Amsden was married at Boonville in 1838, to Anna Theresa Power, daughter of Nicholas Power, who belonged to a distinguished Waterford and Tipperary Irish family of that name. Mrs. Amsden survived her husband about fourteen years. Five children were born of the marriage: Frank P., a student of the Norwich University; Fred. J., Lieut. Signal Corps, U. S., Brevet Captain and now an architect and highly esteemed and respected resident of Scranton; Anna L., Charles J. and Victoria A. Admiral George Dewey was a graduate of Norwich University, from which Major Amsden graduated, and it has been the alma mater for such distinguished men as Gideon Wells and Ex-Governor Horatio Seymour, of New York, and General G. M. Dodge.

Captain Frank P. Amsden, above referred to, was commissioned First Lieutenant, Battery H, First Pennsylvania Volunteer Light Artillery, August 1, 1861. In the spring of 1862 he was detailed on recruiting service and placed in charge of Camp Curtin, Harrisburg, Pa. He was afterward made Acting Adjutant and Quartermaster of the Artillery Battalion, First Division, Fourth Corps, Army of the Potomac. Just prior to the Peninsular Campaign, Mr. Amsden was transferred to Battery G, Seymour's Division, Fifth Corps, Army of the Potomac. He was in the battles of Mechanicsville, Kings Mills, Charles Street Cross Roads and Malvern Hill.

At Kings Mills, Captain Kern was wounded and Lieutenant Amsden was put in command. Two of the six guns of the Battery were lost.

At the second battle of Bull Run Captain Kern was killed and the remainder of the battery, except two caissons, were lost.

Lieutenant Amsden was then ordered to Washington and commissioned captain. He reorganized the battery and was assigned to duty with Artillery Brigade, Third Division, First Corps, Army of the Potomac. He was engaged in the battle of Fredricksburg, December 13, 1862, where his horse was shot under him. He served in Burnside's second campaign at Chancellorsville. Captain Amsden resigned May 25, 1863, on account of disabilities contracted in the service.

#### DR. BENJAMIN H. THROOP.

Dr. Benjamin H. Throop, postmaster of Scranton between 1853 and 1857, was born in Oxford, Chenango county, N. Y., November 9, 1811. He received his earlier education in the old Oxford Academy where he had as classmates Hon. Horatio Seymour, Hon. Ward Hunt and other distinguished men. He graduated in medicine at the Fairfield Medical College.

Dr. Throop first practiced medicine at Honesdale, Pa., and rose rapidly to a high position in his profession. He removed to Oswego, N. Y., in 1835 and spent nearly a year

there. He then went to New York city and practiced his profession until 1840 and returning to Pennsylvania the same year he settled at Providence, October 8. He soon after married a sister of the wife of Sanford Grant, a gentleman connected with G. W. and Selden T. Scranton in the purchase of Slocum Hollow. Of the five children born to Dr. and Mrs. Throop only one, Mrs. H. B. Phelps, survives. His son, Dr. George S. Throop, was a well known and popular young physician, although he did not practice his profession to any great extent. He died in 1894.

Dr. Throop removed to Scranton in 1845. In 1853 he purchased valuable tracts of coal land, and when the opening of the D. L. & W. R. R. established direct communication with New York, the value of these tracts was very much enhanced. By leasing some of these valuable properties he soon began to acquire wealth, and to extend his operations. He organized many companies, laid out the village of Price in Blakely township and sold land to the early settlers in that place. He took a prominent part in the movement for the creation of Lackawanna county.

He was one of the first physicians of old Luzerne county to respond to the call for volunteers in 1861. He was commissioned surgeon of the Eighth Pennsylvania Volunteers, April 23, 1861, and immediately thereafter established the first field hospital. After the battle of Antietam the doctor did duty for several weeks as a volunteer surgeon and established the Smoketown field hospital in a forest. All the seriously wounded were taken there from the other field hospitals and treated. Dr. Throop remained with the army till it went to Harper's Ferry. The hard work and exposure he had been subjected to began to tell on his hitherto splendid physique. He suffered from a severe attack of typhoid fever and was reluctantly compelled to abandon his army duties. On his return home his business engagements required so much of his time and attention that he was obliged to give up almost altogether the practice of medicine.

Postmaster Throop was one of the originators of the Scranton Gas & Water Company. He organized the first

milk route in the city and established the first drug store here. He contributed to the support of St. Luke's Church of which he was a member. He also donated money to churches of other denominations. He was prominent in the establishment of the first lodge of Odd Fellows in Scranton. He was one of the incorporators and a member of the first board of directors of the Lackawanna Hospital. His daughter, Mrs. Horace B. Phelps, built the Throop Memorial attached to the St. Luke's Episcopal Church at a cost of \$30,000. It is one of the finest institutions of its kind in the county.

#### LATON S. FULLER.

Laton S. Fuller, postmaster of Scranton between 1857 and 1861, was born on a farm in the Wyoming valley, May 2, 1824, and continued to reside there till he was twenty-five years of age. He was educated in the public schools. He was a druggist by profession and conducted a drug store in Scranton until 1886, when he retired. In 1891 he built a handsome residence at Elmhurst and resided there till shortly before his death. The parents of Mr. Fuller were Charles and Maria (Scovell) Fuller, natives respectively of Connecticut and the Wyoming valley. Both of them died at an advanced age. They had nine children, the following of whom survive: Mary L., and Mrs. C. E. Brown, both of whom reside at Binghamton, N. Y., and Francis M.

Postmaster Fuller kept the postoffice in his drug store in this city, on Lackawanna avenue near Penn avenue. He began business with a very small capital but managed by his ability and industry to accumulate a modest fortune. He was a Democrat in politics.

#### DOUGLAS H. JAY.

Douglas H. Jay, postmaster of Scranton from 1861 to 1864, is the son of Nelson and Sydney (Hiles) Jay. He was born in Belvidere, Warren county, N. J., December 19, 1830, and educated in the schools there. He came to Scranton with Colonel Scranton in 1847.

Mr. Jay remained with Colonel Scranton for some time and then served as mail agent under President Pierce on the

Delaware, Lackawanna & Western R. R. He was appointed postmaster in 1861 by President Lincoln, but resigned in 1864 to join the army. He was enrolled as a member of Company G, One Hundred and Eighty-Seventh Pennsylvania Infantry, and during his service he was detailed as clerk under Generals Couch, Cadwalder and Meade. He was mustered out in 1865 and returned to Scranton to take a position in the postoffice. After a few years he became bookkeeper for the Lackawanna Iron & Coal Company and remained with it until 1890.

Mr. Jay served as member of the poor board for six years and during his time the Hillside Home was started. He was at one time connected with the Odd Fellows and is a member of the Masonic fraternity. His wife was Miss Elizabeth Carling, and seven children were born to them. The children are Ellen C., wife of Attorney James H. Torrey; Annie L., wife of H. A. Connell, the well known jeweler; William C., foreman with the Pennsylvania Roofing Company; George G., an electrician; James Scranton, a clerk with the Colliery Engineer Company; Kate, Mrs. R. G. Jermyn, of Oswego, N. Y., and Joseph Nelson, at home.

#### A. HAMPTON COURSEN.

A. Hampton Coursen, postmaster of Scranton from March 8, 1864, to November 30, 1866, was born in Deckertown, N. J., in 1832. He is a self-taught gentleman and a highly respected citizen. He came to Scranton when he was fourteen years old, and was engaged as clerk for the Lackawanna Iron & Coal Company for about three years. He went to New York at the age of seventeen and was a clerk for his uncle, G. H. Coursen, a wholesale grocer at 76 Cortlandt street. He remained in New York for three years and then returned to Scranton, immediately thereafter going to Buffalo, N. Y., where he was employed in the coal office of the D. L. & W. R. R. Co. Coming back to Scranton again he was engaged in the same capacity. Then he returned to work at the Lackawanna Iron & Coal Company's store. In 1857, when the financial panic came, the company decreed

that all unmarried men were to be discharged, and Mr. Coursen was among the number that had to relinquish his position with that corporation.

After quitting the Lackawanna Iron & Coal Company, Mr. Coursen was engaged as express messenger for A. D. Hope on the Lackawanna & Bloomsburg road.

In 1860 Mr. Coursen was appointed mail agent and was engaged in that capacity until 1864, when he was appointed postmaster by President Lincoln.

In 1866 President Johnston removed Mr. Coursen and appointed Dr. W. H. Pier to fill his place. Mr. Coursen, however, remained in the postoffice for nearly three years afterward as Dr. Pier's deputy.

After leaving the postoffice, Mr. Coursen opened a grocery store at 427 Lackawanna avenue where he did a large and prosperous business for over twenty years. He now lives in retirement with his family at No. 615 Mulberry street, Scranton, Pa.

Mr. Coursen was twice married, his first wife, whom he wedded in 1867, was Miss Anna M. Burr, of Northumberland, Pa. Two children, Mary B. and Jessie S., were born of the marriage. Miss Jessie is married to B. E. Watson, secretary of the Scranton Stove Works. Mr. Coursen's second wife, to whom he was married in 1874, was Miss Kate E. Wheatley, of Northumberland, Pa.

#### DR. WILLIAM H. PIER.

Dr. William H. Pier, postmaster of Scranton from 1866 to 1869, was the only son of William and Caroline (Hathaway) Pier. He was born in Warren, Warren county, Pa., in 1822; received his diploma from the Chenango County Medical Society in August, 1845, and opened an office in the October following in Hyde Park.

Dr. Pier was three times married. His first wife was Mary M., daughter of Dr. Silas B. Robinson, of Hyde Park. She died in 1853. His second wife was Frances D. Throop, of Nineveh, N. Y., a niece of the late Dr. Throop. She died in 1871. Dr. Walter B. Pier, of Duryea, and Dr. William F.

Pier, of Avoca, are children of this union. Dr. Pier's third wife was Mrs. Coolbaugh (nee Sieger), of Dunmore.

Dr. Pier was elected prothonotary of old Luzerne county in 1861, and served in that office for four years. He was a splendid specimen of true manhood, an honor to the people and a credit to his profession. He was kind and generous to a fault, and was at all times ready to do everything he could to relieve human suffering in whatever form it appeared. He was beloved by rich and poor alike.

Dr. Pier was of New England stock. His ancestors came to America over one hundred and fifty years ago. He died in 1898, at the home of his son, Dr. William F. Pier, in Avoca, and was interred in the old Dunmore cemetery. His father and mother, and his two first wives were also laid to rest in this graveyard.

#### JAMES SCOVELL SLOCUM.

James Scovell Slocum, postmaster of Scranton from 1869 to 1874, was the son of Laton Slocum and Gratey (Scovell) Slocum. He was born July 12, 1827, and was raised on a farm in Exeter. He moved to Scranton in 1854. He was a Republican in politics, and took an active part in the campaign of 1856. He was part owner of the Scranton Republican. He was elected a member of the Republican State Central Committee in 1860, and attended the National Convention in Chicago as a delegate from that body. He furnished two men to do his share of the fighting in the late Civil War, and, in 1862, went himself as a member of the Thirteenth Pennsylvania Militia, under Colonel Johnson. In 1863 he was chairman of the Sanitary Commission at Scranton, when over \$6,000 was raised for the soldiers.

President Grant reappointed him postmaster in 1874, but in a few weeks he resigned the office and went to live on his farm at Exeter, where he was elected justice of the peace, overseer of the poor and to other offices.

Postmaster James Slocum's sister, Frances Carey Slocum, was married to Colonel Richard A. Oakford, December 27, 1843. Three children were born to them—Laton S., who was accidentally killed in Virginia, Major James W. and Miss

Annie. The latter is married to W. O. Cox. At the breaking out of the Civil War, Colonel Oakford was acting justice of the peace. As colonel of the Fifteenth Regiment, he went out with the first body of three months men, and on his return he raised the One Hundred and Thirty-second Pennsylvania Volunteers, of which he was elected colonel. While gallantly leading his men in the thickest of the fight he was killed at Antietam, September 17, 1862.

Postmaster Slocum was killed by a Lehigh Valley train near Exeter, April 19, 1897. His untimely death was sincerely mourned by all classes of the community.

#### JOSEPH A. SCRANTON.

Joseph Augustine Scranton, postmaster of Scranton from 1874 to 1881, is the only son of Joseph H. and Eliza Maria (Wilcox) Scranton, and was born July 26, 1838, at Madison, Conn. He graduated from Phillips Academy, at Andover, Mass., in 1857. He then entered Yale College, but owing to delicate health he was compelled to withdraw from that institution during the freshman year.

On July 23, 1864, Mr. Scranton and Miss Ada Elizabeth, eldest daughter of General A. N. Meylert, were united in marriage. They have two children, Robert Meylert, born June 11, 1865, and Eliza, born July 20, 1868. Mrs. Scranton died October 22, 1900.

Robert M. Scranton married Miss Helen L. Sperry, of Hartford, Conn., November 19, 1890. They have had no children. Mr. Scranton is engaged in partnership with his father in the Republican establishment. Miss Eliza Scranton was married to Captain Daniel L. Tate, of the United States Army, on February 14, 1893. They have one child, Joseph Scranton Tate, born December 18, 1894.

In 1862 President Lincoln appointed Mr. Scranton Internal Revenue Collector for the Twelfth Congressional District, which then comprised the counties of Luzerne and Susquehanna. He served in that office until 1866.

In September, 1867, Mr. Scranton purchased an interest in the Scranton Republican and founded the daily edition of

that paper in the following November. In March, 1869, he assumed full ownership of the paper, and in 1871 he built the fine and well appointed printing house on Wyoming avenue. In April, 1888, the Republican was moved to the five-story building on Washington avenue, built by Mr. Scranton for the business, its growth demanding more commodious quarters.

President Grant appointed Mr. Scranton postmaster of Scranton April 1, 1874, and he was reappointed by President Hayes in 1878.

Mr. Scranton was the Republican candidate for Congress for sixteen consecutive years. He was elected to the National House of Representatives in 1880 from the Twelfth Congressional District which then comprised parts of Luzerne and Lackawanna counties. He was re-elected to the Forty-ninth, Fifty-first, Fifty-third and Fifty-fourth Congresses. During his first term in Congress he passed a bill authorizing the erection of a Federal building in Scranton. In his second term he passed a bill securing sessions of the United States courts in Scranton, and increased the appropriation for the Scranton Federal building to \$250,000. During his congressional career he introduced and established the letter carrier system in the cities of Scranton, Carbondale and Wilkes-Barre.

Mr. Scranton has been an active member of the Republican party for over forty years. In 1872 he was a delegate to the National Republican convention at Philadelphia, and in 1888 a delegate to the National Republican convention at Chicago; has frequently been delegate to the state and county conventions of the party, and chairman of county committees, both in Luzerne and Lackawanna counties. In November, 1900, he was elected treasurer of Lackawanna county.

#### EDWARD CHARLES FULLER.

Edward Charles Fuller, postmaster of Scranton from 1881 to 1885, under the Garfield and Arthur administrations, was born in Wyoming, Luzerne county, June 8, 1826. He was a brother of Postmaster Laton S. Fuller. He was educated in Wyoming Seminary. Having learned the rope-making trade,

he became salesman for his father in this section of the state. After two years of this service he went to Baltimore, Md., where he was clerk in Barnum's hotel, which was at that time one of the principal hostelrys at "the mouth of the South." Returning from there to Scranton he studied pharmacy under Dr. Benjamin Throop, and was later associated with the doctor in the drug business. When this partnership was dissolved, Mr. Fuller went to Hawley, Pa., and opened a drug store there. He removed to Scranton in 1852 and resided in the Electric city till the time of his death, which occurred on January 25, 1894.

On his return from Hawley, Mr. Fuller opened a drug store at 303 Lackawanna avenue, under the name of L. S. & E. L. Fuller, and continued to do business at that stand for four years.

In 1860 Mr. Fuller was elected school controller, which position he held for several years. He was treasurer of this board for some time. In 1890 he was elected assistant assessor, retiring in 1893, but remaining for a while in the office as a clerk to the board. He was director and treasurer of the Lackawanna Hospital, when that institution was established. He was president of the Dunmore Cemetery Association, and was also one of the charter members of the First Presbyterian Church. He was a kind, genial and charitable man, a splendid conversationalist and popular with all classes. He took an active part in politics and was one of the leaders of the Republican party.

On January 2, 1849, Mr. Fuller was married to Miss Helen Ruthven, of Wyoming. The three surviving sons of this marriage are: Charles R., Edward L. and James A. Fuller. Mrs. Fuller died in 1893.

#### D. W. CONNOLLY.

D. W. Connolly, postmaster of Scranton between 1885 and 1889, was born at Cohecton, Sullivan county, N. Y., April 24, 1847. His parents located in Hyde Park when he was only two years of age, and he received his education in the public schools of that borough. He was bright and

studious and gave promise of making his mark in the world. In his nineteenth year he entered the office of the Lackawanna Herald, which was edited by the late E. S. M. Hill, and was employed as a clerk and proof-reader. In 1872 he was the nominee of the "Labor Reform Party" for the district attorneyship. Although he failed of election he received very flattering Republican support, especially in his own district where he received a large majority of that party's vote. In 1878 he was nominated for president judge of Lackawanna county by the Democratic and National Greenback Labor parties, and received a larger vote than any other candidate on the ticket. His opponent was Judge Benjamin S. Bentley, of Williamsport. After the election the question was brought before the Supreme court that no vacancy for a president judge existed, and Mr. Connolly was therefore unable to take his seat on the bench.

In 1882 Mr. Connolly was elected as a Democrat to the Forty-eighth Congress, and at the expiration of his term he was appointed postmaster by Grover Cleveland. He was an able lawyer and a man of unimpeachable character, and was popular with all classes of citizens. Mr. Connolly's father was a prominent railroad contractor. He married Miss Ann Adelia Allyn, a daughter of Deacon Allyn, of Montgomery, Mass., whose father fought under General Washington in the War for Independence. Miss Allyn's grandmother was a Tyler and a near relative of the president of the United States.

Postmaster Connolly died December 4, 1894.

#### D. M. JONES.

D. M. Jones, postmaster of Scranton from 1889 to 1893, was born at Rhymney, Breconshire, Wales, June 26, 1839. He came to America with his father in 1851. The family went to Hyde Park in 1854. David worked as a boy in the old Diamond mine, and later was apprenticed to the moulder's trade in the foundry of the D. L. & W. R. R. shops. In 1858 he traveled in California and other western states, where he was engaged in prospecting and mining. He returned to Scranton via the Isthmus of Panama, and in

1864 he was mustered into Company I, One Hundred and Ninety-ninth Pennsylvania Infantry, and was sent to his regiment.

On April 2, the day on which Richmond and Petersburg fell, he was serving as a corporal in the charge on Fort Gregg, and was shot in the right thigh, receiving such a serious wound that it was necessary to amputate his leg, the operation being performed on the field. He was honorably discharged from the service, October 1, 1865. He was elected alderman of the Fourth ward in May, 1876. In the fall of that year he was elected to the legislature and served during the sessions of 1877-78. He was appointed deputy city treasurer, under Reese T. Evans, in June, 1878, and succeeded him in office by election in February, 1879. He served two terms in that office. He was several times chairman of the Republican county central committee and its treasurer in 1894.

President Benjamin Harrison appointed Mr. Jones postmaster of Scranton April 20, 1889, Mr. Jones being the first postmaster appointed under that administration. He held the office for four years and one month. Mr. Jones was an active business man during all his life. He assisted in organizing the Scranton & Pottsville Coal & Land Company, of which he was secretary; aided in forming the Cambrian Mutual Fire Insurance Company, in 1871, and was treasurer of the concern till his death; was also treasurer of the Schuylkill Coal Company, and several other corporations.

Mr. Jones was for two years associate judge of the mayor's court of Scranton. The passage of the bill creating Lackawanna county was due, in a considerable degree, to his untiring efforts and the efforts of his friends.

Mr. Jones was twice married. His first wife was Miss Hannah Edwards, of Clifford, Susquehanna county. She died in Scranton in December, 1871. Two children were born of this marriage, but both of them are deceased. On September 23, 1873, Mr. Jones married Miss Annie E. Williams, a daughter of James Williams, formerly a merchant of Plymouth and now a resident of Nanticoke. Their children are Edgar A., Helen E., Dorothy M. and Ethel H.

Comrade Jones attended several Grand Army encampments. He was a member of the Willie Jones Post, No. 199, named in honor of his brother; he was connected with the Lieutenant Ezra Griffin Post, No. 139, in which he served as quartermaster and trustee. He was a member of the Knights of Pythias and was Past Chancellor of Hyde Park lodge, No. 306. He died October 25, 1896. Mr. Jones was a good and patriotic citizen and the world is better for his having lived in it.

FRANK M. VANDLING.

Frank M. Vandling, postmaster of Scranton from May 13, 1893, to 1897, was born at Harrisburg, Pa., October 29, 1865. He is the son of John and Mary (Jack) Vandling, natives of Northumberland county and Harrisburg, respectively. He attended the public schools at Harrisburg; learned telegraphy and was appointed operator for the Delaware & Hudson Company at Providence, Pa. Immediately thereafter he was appointed weigh-master and coal inspector for the same company at Moosic, and a year later, general coal inspector for the Wilkes-Barre division of the road. He held that position until 1893, when he was appointed postmaster under Mr. Cleveland's second administration.

Mr. Vandling is married to Miss Helen Von Storch, daughter of Theodore Von Storch. The couple have two children, Theodore and Margaret. Mr. Vandling is a member of Hiram lodge, F. & A. M., and also of Melita Commandery, K. T., and the Consistory in Scranton. He is also a member of the Benevolent Protective Order of Elks. He served for two years in the common council, to which body he was elected when he was barely twenty-one years old. He is a Democrat, but was elected from a Republican ward in Providence.

He was a member of the Democratic county committee from 1890 to 1893, and at different times its chairman, secretary and treasurer. He was present at every state convention of his party since he entered politics, and in 1892 was a delegate to the National convention at Chicago that nominated Grover Cleveland for a second term. He was president of the

Central Democratic Club in 1890. He was a member of the state central Democratic committee that elected William F. Harry to succeed W. L. Scott as national committeeman.

WILLIAM MERRIFIELD.

The second postoffice established in the township of Providence was at the village of Hyde Park, on July 14, 1832, and William Merrifield was appointed postmaster. Shortly afterwards, having concluded to change his residence, he resigned the office and his father, Robert Merrifield, was appointed. The office was kept in a small building located at the place on Main street where now stands the Masonic hall. After an absence of about one year he returned to Hyde Park and was reappointed under date of June 16, 1834. He removed the office to his store house, a short distance northerly on Main street, and continued postmaster for about nine years. The old building, recently remodeled, still remains. On April 20, 1867, he was again appointed postmaster of Hyde Park by President Johnson. This appointment came wholly unsolicited and without his knowledge, having been made through the instrumentality of United States Senator Charles R. Buckalew. He erected a small building on the very spot where the postoffice had first been established and continued to hold the office for about two years, with his son, William, as chief deputy.

He was the second son of Robert Merrifield, whose biographical sketch follows. He was born in Dutchess county, New York, April 22, 1806. A few years after he had come to Providence township, in 1819, he engaged in teaching school, and was thus employed at Wyoming, Pa., when he made the acquaintance of Almira Swetland, whom he married on April 14, 1831. He entered into the mercantile business at Hyde Park, but through the solicitation of his brother-in-law, William Swetland, went to Centremoreland and opened a store. Here he was appointed postmaster. He returned to Hyde Park in about one year, where he continued the mercantile business, with the exception of occasional intervals, for more than forty years.

In 1842 he was elected a member of the house of representatives of Pennsylvania from Luzerne county. He was re-elected in 1843 and in 1844. The main issue at the time was the erection of the new county of Lackawanna. At the session of 1843, it was passed through the house and only defeated in the senate by a tie vote.

October 14, 1856, he was elected an associate judge of Luzerne county, which office he held for the term of five years. April 5, 1867, he was appointed one of the council for Hyde Park borough, and at different times served as school director. June 16, 1869, he was appointed mayor of Scranton in place of E. S. M. Hill, resigned, but refused to take upon himself the duties of the office. In August, 1870, he was elected president of the Hyde Park Bank, holding the position until his death. During his administration the institution had the confidence of the public and was prosperous.

In 1838 he, with William Rickeson and Zeno Albro, became the purchasers from the Slocum heirs of five hundred and three acres of land which now comprises the very heart of the business portion of the city of Scranton. They immediately set to work, by correspondence and otherwise, to call attention to the mineral wealth of this section and the advantages of the locality for manufacturing purposes; and in 1840 made a sale thereof to the Scrantons and Grant.

He died at his home in Hyde Park on June 4, 1877. He was a man of learning and ability and the esteem in which he was held by the community, was attested by the closing of the business places in Hyde Park on the day of his burial. He was the father of six children, all having died, with the exception of Edward Merrifield, the well known lawyer of Wyoming avenue.

Following is a copy of William Merrifield's first commission as postmaster:

#### POSTOFFICE DEPARTMENT,

WASHINGTON, 14th July, 1832.

SIR:

I have concluded to establish a postoffice, by the name of Hyde Park, in the county of Luzerne and state of Pennsyl-

vania, and to appoint you postmaster thereof, in which capacity you will be authorized to act, upon complying with the following requirements:

1st. To execute the enclosed bond, and cause it to be executed by two sufficient sureties, in the presence of suitable witnesses, and the sufficiency of the sureties to be certified by a qualified magistrate.

2nd. To take and subscribe the oath or affirmation of office enclosed, before a magistrate, who will certify the same.

3rd. To exhibit your bond and qualification duly executed, taken and certified as aforesaid, to the postmaster of Pittston, and then to deposit them in the mail, addressed to this department, office of appointments.

You are then entitled to enter on the duties of the office.

A packet, containing a mail key, blanks, laws and regulations of the department, and a table of postoffices, is transmitted to you, addressed to the care of the postmaster of Pittston, Luzerne county, Pa.

After the receipt, at this department, of your bond and qualifications, duly executed, taken and certified, and after my approval of the sufficiency of the same, a commission will be sent to you.

This letter will be your authority for calling on the mail carrier to supply your office with mail.

It will be your duty to continue in the charge of the office, personally or by assistant, till you are relieved from it by the consent of the department, which will be signified by the discontinuance of your office or appointment of your successor.

The quarters expire on the 31st of March, 30th of June, 30th September, and 31st December. Accounts must be rendered for each quarter.

Postmasters are unauthorized to give credit for postage. Want of funds, therefore, is no excuse for failure of payment.

Payments to the department must be punctually made, if called for by drafts, whenever the draft is presented.

If deposits are ordered, they should be made within ten days after the termination of the quarter, unless required to be made sooner.

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No postmaster must change the name by which his office is designated on the books of the department, without my order therefor previously given.

Be careful, in mailing letters, to postmark each one, in all cases, with the name of your office and state ; and in all communications to the department, to embrace, in the date, the name of your postoffice, county (or district) and state.

Special attention to the foregoing instructions, and a careful perusal of, and frequent reference to, the law and general instructions, are expected of you and your assistants.

I am respectfully, your obedient servant,

W. T. BARRY,

by J. N. HOBBIE,

To WILLIAM MERRIFIELD, Esq.,  
Hyde Park, Pa.

Ass't P. M. Gen'l.

ROBERT MERRIFIELD.

The second postmaster of Hyde Park was Robert Merrifield, whose commission is dated August 9, 1832. The location of the office was not changed. He remained postmaster until 1834, when he resigned, and William Merrifield was reappointed.

Robert Merrifield was born in Columbia county, New York, on November 16, 1778; was married to Catherine Welsey, February 12, 1804, by whom he had five children. In 1819 he moved with his family to Pennsylvania, settling upon lands in the immediate vicinity of what subsequently became Hyde Park village. In due time he became the occupant of the place owned by Rev. William Bishop, the pioneer preacher of this region, and the first settler on the church lands in Providence township which had been set apart by the Susquehanna Land Company for religious purposes. Here he was principally engaged in cultivating the farm of his son William. He died December 29, 1864, beloved as a good citizen and universally respected for his unflinching integrity.

His father was William Merrifield, born in Rhode Island in 1752. From there he went to Dutchess county, New

York. In this and the adjoining county of Columbia he followed the occupation of a school teacher. He died in 1836.

His father, grandfather of the subject of this sketch, was Robert Merrifield, born in Devonshire, England, in 1703. He was at one time an officer in the British Navy.

He emigrated to Rhode Island about 1740, and subsequently went with his family to Dutchess county, New York, where he died in 1800.

JOSEPH GRIFFIN.

Joseph Griffin was the third postmaster appointed at Hyde Park. His appointment occurred during the administration of John Tyler in the year 1843. Mr. Griffin was postmaster until 1846 when he was succeeded by O. P. Clarke. He moved the office from the village proper down to the store of William Blackman at Fellow's corners and held it about two years. Mr. Blackman, whose wife was a niece of Mr. Griffin, had almost the entire charge.

Joseph Griffin was born in Westchester county, New York, just prior to the year 1800. He was one of five brothers who came to Providence township, Stephen, Thomas, James, Isaac and Joseph. The latter came in 1816, and shortly purchased from a William Taylor a large farm at the lower end of the city, which included what is known as the round woods. He was at one time a justice of the peace of Providence township. In 1839 he was elected to the state legislature, serving one term. He was a man of intelligence and filled the various offices to the satisfaction of the public. His children were Henry, Joseph, Buriah, Adam, Mary, John, Elizabeth and Annie. During his life Henry was quite prominent in this city. He was one of the originators of the Hill-side Home for the Poor and occupied various public positions. They are all dead, with the exception of Buriah, now in the eighties, and living with his son on Market street, in this city.

OLIVER P. CLARKE.

Oliver P. Clarke, postmaster at Hyde Park from 1846 to 1857, was born in Wurtsboro, Ulster county, N. Y., in 1818. His parents were from Connecticut. At an early age he be-

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came a clerk in Honesdale, Pa. From there he went to Waymart and engaged in mercantile business. He came to Hyde Park in 1845 and entered into partnership with William Blackman, whose store was at Luzerne street and South Main avenue. In 1848 he moved to what is now 120 South Main avenue. He retired from business in 1871 and died at his home in 1889, aged seventy-two years. In politics he was a Republican. He was a public spirited citizen and was highly esteemed by everybody.

Mr. Clarke's wife was Miss Sarah A. Barton, of Washington, N. J. She died in Scranton in 1886. Seven children, four of whom are living, were born to them. Edwin A. is treasurer and manager of the Clarke Store Company of Scranton, and secretary, treasurer and manager of the West Ridge Coal Company. He received his education in the public schools and at the Claverack College, near Hudson, N. Y. Like his worthy father, he takes a deep interest in all that concerns the welfare of the city, and is quite popular with the whole community. He married Miss Kate A. Tanner, daughter of Alonzo Tanner, of Prompton, Wayne county, who for many years was connected with the Delaware & Hudson Railroad & Canal Company. They have two sons, Fred. A. and Edwin H. They are bright and promising boys whose education is being carefully attended to.

#### DR. SILAS M. WHEELER.

Dr. Silas M. Wheeler was postmaster of Hyde Park from 1857 to 1861, under the administration of James Buchanan. Dr. Wheeler located the office at the store of R. W. Luce, immediately opposite Price street, and made him the deputy. He was succeeded as postmaster by Joseph Turvey Fellows, who was appointed during the presidency of Abraham Lincoln.

Dr. Wheeler was born in Delaware county, New York, October 3, 1816. He received an academic education, read medicine and graduated at the University of New York. On March 20, 1849, he was married to Sarah G. Russell, of Windham, Bradford county, Pa., who is now residing with her daughter in Scranton.

Early in his professional career the doctor located at Hyde Park, where he became eminent as a skillful practitioner. He was a man of decided ability. In politics he was democratic, and devoted considerable of his time thereto, at one time holding the position of editor of the Herald of the Union. In the early sixties he moved to Waverly, Pa., where he devoted his entire time to his profession. He died there on April 1, 1876. He was a man of sterling character and honesty.

#### JOSEPH TURVEY FELLOWS.

Joseph Turvey Fellows was appointed postmaster of Hyde Park by President Lincoln in 1861, and served until 1866. Mr. Fellows' deputies were Fred. W. Mason, his son-in-law, and Orrin Frink.

Postmaster Fellows was born August 30, 1813, on the old homestead known as Fellows' Corners. He was educated in the public schools. He was married about the year 1830 to Marilla Pettibone, sister of the late Payne Pettibone, of Wyoming. The couple had several children of whom the following survive: Mrs. F. W. Mason, Mrs. S. B. Mott, Mrs. Caroline P. Fenner (of Ashley, Pa.), Mrs. Martha Heiser, Mrs. Frances Edwards, and one son, Edward Allen Fellows. The postmaster was the son of Benjamin and Elizabeth Fellows. Benjamin was the son of Joseph, Sr., who with his entire family emigrated from England to America, coming over here in the good ship "Fair America." He was born in 1755 in the city of Worcester, England, and was married to Catherine Turvey on July 3, 1776, in the town of Dudley, Worcestershire. The following children were the result of the union: Joseph, born at Redditch, England, July 2, 1782, Elizabeth, born February 9, 1784 (married Ephriam Leech in this country); Nancy, born April 5, 1786 (married Zephaniah Knapp); Mary, born August 10, 1789, in the city of Worcester (married Philip Heermans); Benjamin, father of Postmaster Joseph Turvey Fellows, born September 21, 1791, in the city of Worcester (married Elizabeth LaFrance); Lydia May, born May 23, 1793, at Worcester (married Benjamin Brown); Henry Treadwell, born at sea,

September 25, 1794 (married Jerusha Griffin, daughter of Stephen Griffin); Sylvanus, born in Providence in 1798 (married Maria Griffin, sister of Jerusha); Catherine, born in 1800 in Providence (married Dr. Hill, of Genesee, N. Y., who was a graduate of Oxford University, England). On the death of Catherine, his first wife, in 1814, Dr. Hill married Margaret Simrell, of Scott township, who bore him two children—Artemesia, born in 1819, and Alfred, born April 30, 1821. Both of them went west and settled there.

John Fellows, a brother of Postmaster Joseph Turvey, was the father of Mayor John Fellows and of Horatio, who has held some public offices in the city of Scranton.

Eugene Fellows, secretary of the school board of the city of Scranton, is a son of Joseph Fellows, who is a grandson of the Joseph Fellows first mentioned.

#### DR. AUGUSTUS DAVIS.

Dr. Augustus Davis, postmaster of Hyde Park from 1866 to 1867, was born in Jaffrey, N. H., December 4, 1827. He was married to Miss Marietta Muzzy, at Jamaica, Vt., December 6, 1848. Three children were born of this union—J. Alton Davis, the well-known Scranton lawyer, who died November 19, 1897; Edward Allen Davis, who died July 15, 1872; and Fred. Whitney Davis, who is now a practicing physician and surgeon in East Orange, N. J. The late postmaster served for nine months as an assistant surgeon of the One Hundred and Twenty-fifth Pennsylvania Volunteer Infantry. He was a good and patriotic citizen, and popular with everybody.

Mrs. M. M. Davis, the postmaster's widow, survives him. Dr. Sumner D. Davis, a nephew of the late doctor, and who was his deputy in the Hyde Park postoffice, is also a medical gentleman. He was postmaster of Jermyn, Pa., from 1871 to 1881 and from 1885 to 1889. He still resides in that town.

#### MAJOR M. L. BLAIR.

Major M. L. Blair, postmaster of Hyde Park from 1869 to 1873, was born in Madison county, New York, January 18, 1836. He is the son of Alvan and Venera (Brooks) Blair.

Major Blair is of Scotch-Irish origin. His father, Alvan, served in the war of 1812 and took part in the battle of Sackett's Harbor. He was a well-to-do farmer. In politics he was a Republican. He died in 1882, and his wife Venera (Brooks) died about the same time in her native town, Pownal, Vt.

Major Blair was educated in the schools of his native district and at the Cazenovia Seminary. He taught school in Madison county, New York, and in 1858 went to Hick's Ferry, near Wilkes-Barre, where he was also engaged in teaching. He came to Hyde Park in 1859 and opened a school at Tripp's crossing. He then embarked in the grocery and provision business, with W. H. Freeman as his partner.

Major Blair has a splendid army record. In 1862 he was commissioned a second lieutenant by the governor of the state, and he recruited a company, known as Company E, which was the nucleus of what afterward became the famous One Hundred and Forty-third Pennsylvania Infantry. The regiment was mustered in in August, 1862, at Camp Luzerne. Mr. Blair being elected captain. After being in camp for six weeks the One Hundred and Forty-third went to the front and fought gallantly in several battles, among them the following: Fredericksburg, Chancellorsville, Gettysburg, Rapahannock, Wilderness, Spottsylvania, North Anna River, Cold Harbor, Petersburg, Weldron Railroad and Hatcher's Run. Captain Blair's company was in the thickest and bloodiest part of the fight on the first day at Gettysburg and was nearly annihilated. Out of sixty-nine men that went into the fray in the morning only eleven escaped from being either killed, wounded or captured. Captain Blair himself was so seriously wounded that he was sent home to have his injuries attended to and recuperate. After three months' rest he again reported for duty and resumed command of his company. He was mustered out June 13, 1865.

So undermined was Major Blair's constitution from the wounds he received in the war and the hardships he endured that he was unable to engage in any active business for some time. When he was somewhat restored to health he went

into partnership with C. H. Wells in the insurance and real estate business.

In 1876 Major Blair was elected alderman of the Fifth ward on the Republican ticket, was re-elected several times to fill the same office, and has been an alderman longer than any other magistrate in Scranton. He is a strong advocate of Republican principles. He never allows his politics, however, to interfere with the performance of his magisterial duties.

Major Blair's wife was Miss Hattie Phillips. She was born in Nusquehoning, Carbon county, Pa. She was a daughter of the late Thomas Phillips, an expert mining engineer, who for some time was connected with the Delaware, Lackawanna & Western Railroad.

Five children were born to Major and Mrs. Blair. One of the daughters, Annie V., died at the age of fifteen. The four surviving children are L. Augusta, Thomas A., Edith Wynn, and M. L., Jr.

After the war Major Blair became a member of the staff of Commander General E. S. Osborne of the Ninth Division, N. G. P., and held the rank of major and paymaster for eight years. He is a member of Hyde Park lodge, No. 339, F. & A. M., and of Lieutenant Ezra S. Griffin post, No. 139, G. A. R.

#### THOMAS D. THOMAS.

Thomas D. Thomas was the last postmaster of Hyde Park. He held the office from 1873 to 1883. Mr. Thomas was born at Blaina, Monmouthshire, England, in 1827. He came to America in 1848, and shortly thereafter settled in Hyde Park. In 1854 he was married to Miss Martha Edwards. Four children—Mary, Margaret, Jennie and Martha—were born of this union.

While serving as foreman in the Mount Pleasant mine in 1868, Mr. Thomas met with an accident which crippled him somewhat for the remainder of his life. He died in May, 1898. He was a Republican in politics and was appointed postmaster of Hyde Park by Ulysses Grant.

Postmaster Thomas was of a kind and genial disposition and a man of industrious habits.

### *Lackawanna County Postoffices.*

Before the division of the county of Luzerne and the creation of the county of Lackawanna, the undermentioned post-offices existed, and most of them are still in operation.

GOULDSBORO.—The postoffice at Gouldsboro, now called Thornhurst, was established in 1856, and Jay Gould, the famous railroad and telegraph operator and multi-millionaire, was the first postmaster in that place.

CARBONDALE.—Carbondale postoffice was established in August, 1829, with James W. Goff as postmaster. His successors were William Eggleston, 1833; Horatio S. Pierce, 1839; J. P. Williams, Calvin Benjamin, and C. T. Pierson, 1841; Martin Curtis, 1842; F. M. Crane, 1843; H. P. Ensign, 1844; Joseph Gillespie, 1849; Anthony Grady, 1854; D. N. Lathrop, 1861; Wm. R. Baker, 1864; Daniel Prendergast, 1867; P. S. Joslin, 1869; E. Y. Davis, 1882; Joseph Powderly, 1886; W. L. Yarrington, 1890; John Nealon, 1894; J. H. Thomas, 1899.

JERMYN.—Under the name of Gibsonburg, the postoffice was established at Jermyn in 1869. The name of the postoffice was changed to Jermyn in 1874. John Gardner was the first postmaster there. He came from Nottinghamshire, England, to Carbondale in 1845; married Elizabeth Pratt, a native of Yorkshire, England, by whom he has five children living. He has been justice of the peace for over twenty years; most of his life in this country has been passed at Archbald and Jermyn. His successors as postmasters were Dr. S. D. Davis, 1871 to 1881; Dr. T. C. Church, 1881 to 1885; Dr. S. D. Davis, 1885 to 1889; Thomas Walkey, 1889 to 1895; Thomas A. Hendrick, 1895 to 1899; John B. Griffiths, 1899.

ARCHBALD.—The postoffice was established at White Oak Run, now the borough of Archbald, in 1847. The first postmaster was G. H. Snyder. His successors since 1861 were George Simpson, Charles Law, William Muir, Jacob Ritter, Edward Carroll, M. M. Gilroy, A. J. Mullen, Thomas Cosgrove and James O'Rourke. C. C. Battenburg is the

present postmaster. His son, A. Battenburg, is a prominent member of the Lackawanna bar.

**MOSCOW.**—The Moscow postoffice was established in 1850. The first postmaster here was Leander Griffin. His successors were E. Simpson, William Brown, Joseph Loveland, J. Smith, James Parry, O. E. Vaughn, H. L. Gaige, Lue Pyle, R. Ehrhart and John A. LaTouche. The present postmaster is O. E. Vaughn.

**LAPLUME.**—The postmaster at this place in 1876 was William Slocum, an uncle of Joseph Warren Slocum, of Scranton. His successors were George T. Bailey, John Bailey, William Slocum, Mrs. William Slocum, R. H. Holgate, J. F. Tillinghast, Harry Kulp, George T. Bailey.

**OLYPHANT.**—The postoffice at Olyphant was at first known as Blakely, and was on the north side of the river. In 1867 the office was removed to Olyphant.

**DICKSON CITY BOROUGH.**—Dickson City Borough postoffice was established in 1874 with L. E. Judd as postmaster. His successors were Thomas Grier and Mathew McPherson. The office was always in the store of the Elk Hill Coal & Iron Company until the store business was discontinued last year and the postoffice removed.

**DUNMORE.**—The Dunmore postoffice was opened in 1848. G. P. Howell was the first postmaster. He was succeeded by Francis Quick, H. Sommers, George M. Black, A. J. Weidner, H. Sommers, D. H. Himrod, P. J. Duggan, Miss B. T. Mooney, Frank McDonald, Marcus K. Bishop.

**CLARK'S GREEN.**—The postoffice at Clark's Green was opened in 1850, with S. H. Northup as postmaster.

**LEACH FLATS.**—Leach Flats postoffice was established in 1880 under the name of Chinchilla. George Tanner was the first postmaster.

**GLENBURN.**—Glenburn was incorporated as a borough in 1877. The first postmaster was A. Ball. His successors were W. H. H. Wolfe, Eugene H. Reed, and W. H. H. Wolfe.

**DALTON.**—Dalton postoffice was established in 1854. H. L. Hallstead was the first postmaster. His successors were L.

R. Green, N. D. Green, C. L. Briggs, H. H. Hoffecker, Asa Eaton, F. L. VanFleet, E. E. Rice.

**ABINGTON AND WAVERLY.**—Elder John Miller was the first postmaster, teacher and preacher at Abington. He was a native of Windham county, Conn., and came to Abington in 1775. He is credited with having preached 1,800 funeral sermons and baptized 2,000 persons. He often conducted revival meetings, too. He died in 1857, aged 82 years. When the Abington postoffice was moved to Waverly, Dr. A. Bedford was appointed postmaster.

**FLEETVILLE.**—Fleetville's first postmaster was John Wells. F. Chase also held the office.

**CLIFTON.**—Clifton's first postmaster was H. W. Drinker. The office was established about 1852. William Reese, a large lumber dealer, was also postmaster for a time.

**DALEVILLE.**—David Dale was the first postmaster at Daleville, and he was succeeded by his son, William Dale. Daleville was named for the Dales, who emigrated from England in 1819.

**KIZER'S MILLS AND DRINKER.**—Postoffices were established at Kizer's Mills and Drinker in 1875 and 1879 respectively. H. A. Kizer was the first postmaster at the former place, and G. M. Keyes at the latter.

**MADISONVILLE.**—The first postmaster at Madisonville, in Madison township, was John Evans. His wife was afterward postmistress of the place.

**NEWTON TOWNSHIP.**—Henry Litts was the first postmaster in Newton township. He came here with his family from Sussex county, N. J., in 1816. He transported all his earthly possessions from New Jersey to Pennsylvania on a sled drawn by a single yoke of oxen. In 1842 he built a frame dwelling, near Buttermilk Falls, and in 1844 he was appointed postmaster. The mail was brought once a week on horseback from Old Forge. Chauncey Sherwood succeeded Mr. Litts and removed the office to Newton Centre.

**BALD MOUNT AND SCHULZVILLE.**—At Bald Mount the store and first postoffice was kept by J. Hill, and at Schultzville, H. F. Barrett was the first postmaster.

OLD FORGE.—The first postmaster at Old Forge was William Drake. The Drakes were pioneer settlers in this place.

RANSOM TOWNSHIP.—Benjamin Gardner, whose grandfather was tortured to death by Indian squaws, a few days before the Wyoming massacre, was the first postmaster in Ransom township. The office was at Gardner's Ferry. Benjamin, although paralyzed, was quite an active business man. Milwaukee, Ransom village and Mountain Valley in this township, were also postoffice towns.

DUNNINGS.—The Dunnings postoffice in Roaring Brook township was established in 1852 and D. J. Peck was the first postmaster. The village is called after Gilbert Dunning who formerly owned all the land on which Dunnings stands.

SCOTT TOWNSHIP.—The first postoffice in Scott township was a short distance south of Heart Lake, on the Dundaff turnpike. Charles Berry was the first postmaster. He was succeeded by Wilmot Vail and the latter by Daniel Vail. The Berrys came from Connecticut and the Vails from Orange county, New York. Both families settled in Scott township in 1806 and 1808. Green Grove and Scott village in this township also have postoffices.

SPRING BROOK TOWNSHIP.—The first postmaster in Spring Brook township was William C. Turner. His office was near William Davis' store in Spring Brook village. The Turners settled in this township in 1832. The first mail was carried by George Swartz. William Davis was also postmaster at Spring Brook.

YOSTVILLE.—Yostville is called after Joshua Yost who went there in 1870 and in partnership with his son he now conducts a large lumber business. The postoffice was established there in 1876 and Joshua Yost has been postmaster since that time.

#### POSTOFFICE AT PITTSTON.

In regard to the establishment of the postoffice at Pittston, Luzerne county, the "History of Luzerne, Lackawanna and Wyoming Counties," says: "When the weekly mail route was established in 1799 between Wilkes-Barre and Owego,

the mail for Pittston was distributed from the houses of William Slocum and Dr. Gibbings, and this irregular arrangement continued until 1810 as a sort of branch, by way of the Ferry, from the regular route, which was on the opposite side of the Susquehanna.

"In 1811 a postoffice was established and Eleazer Carey was appointed postmaster. The route from Scranton to Wilkes-Barre supplied the office with weekly mail. Deodat Smith and Zephaniah Knapp were mail carriers on this route till about 1821. Zephaniah Knapp, the second postmaster here, caused the removal of the office to Babylon and soon afterward the Pittston Ferry postoffice was established with John Alment as postmaster. Alment was an Irish Quaker, blind in one eye. He had kept an early store in a log house, near the Hughestown cemetery. The boys had robbed him and made his business quite unprofitable, so he bought a frame building on Parsonage street and moved it to the site of Pugh Brothers store on Main street."

The successive postmasters have been Abram Bird, Dr. Arison G. Curtis, William S. Ridin, Charles R. Gorman, James Searle, James Walsh, George M. Richart, Benjamin Ensign, J. B. Shiffer, E. F. Ensign, Jeremiah B. Shiffer, Stephen B. Bennett, Cyrus K. Campbell, John H. Mullin, Theo. Hart. The latter gentleman was also editor and proprietor of the Pittston Gazette, and was appointed postmaster in 1898. He served until his death, which occurred in April, 1901.

#### HARRISON, SCRANTONIA, SCRANTON.

Many otherwise well informed persons believe that the postoffice on its re-establishment in Old Slocum Hollow was known officially by the name of "Harrison," but this is a mistake.

#### SCRANTONIA POSTOFFICE.

J. C. Platt, in his "Reminiscences," says: "I am indebted to Hon. Joseph A. Scranton for a late letter from the third assistant postmaster general, A. D. Hazen, which states the postoffice at Unionville was established January 10, 1811, under the name of 'Providence,' and the Hyde Park

postoffice July 14, 1832, and both continued under their respective names until merged into the carrier delivery system of Scranton, October 23, 1883. Also that the office of Scranton was established April 1, 1850, and changed to Scranton January 23, 1851. Its location here is the best evidence that it was then, as now, the business centre of this neighborhood, doubtless owing to its grist and saw mill, iron forge and distilleries."

#### IN HONOR OF HARRISON.

The "History of Luzerne, Lackawanna and Wyoming Counties," says: "The village had a population of 100 in 1840, and was laid out on a circumscribed scale in 1841 by Captain Stott, a Carbondale civil engineer. William Henry, whose sterling perseverance had sowed the seeds of progress at the Hollow, was deeply interested in the election of William Henry Harrison to the Presidency of the United States, and in honor of his favorite candidate he gave the embryo

city the name of Harrison in 1845, at which time the population was 500.

"The people were not ready to adopt it and the old name of Slocum Hollow still clung to the locality, even after it had attained a population of 2,730, and been rechristened, in honor of its founders, Scrantonia; which name, likewise, did not fit nicely to the lingual capacities of the denizens of the Hollow, although the name, Scrantonia, had been given to the postoffice on its re-establishment, after much difficulty had been overcome, April 1, 1850. The postmaster was John W. Moore, for many years a merchant and now retired resident of Scranton. [Mr. Moore has died since this was written].

"J. C. Platt received the first letter and the first newspaper through the office. January 23, 1851, the name of the postoffice was shortened to Scranton, and so the borough and city have justly been known since."

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### APPENDIX.

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#### *National Association of Letter Carriers' Convention.*

The annual convention of the National Association of Letter Carriers was held in Scranton, Pa., during the week beginning September 4, 1899. Nearly 1,000 delegates were present and over 5,000 carriers from all parts of the United States took part in the magnificent parade on Monday afternoon, September 4.

Almost every building in the city was decorated, and at night these buildings were ablaze with electric lights. Washington avenue was especially beautiful. Electric arches spanning the thoroughfare, an electric pillar at the corner of Linden street, and an electric flag on the postoffice building produced effects that were bewitchingly charming. Thousands viewed the parade and gave the letter carriers a splendid reception.

Major T. F. Penman, chairman of the reception committee, received Governor William A. Stone, of Pennsylvania,

at the depot early in the day. The governor was accompanied by Deputy Attorney General Frederick Fleitz. Mr. Penman escorted both gentlemen to the Hotel Jermyn, where Congressman William Connell awaited them and took them to his home in his carriage. Mr. Connell then went to the depot where he met Postmaster General Charles Emery Smith, whom he also conveyed to his residence. President John M. Parsons, of the association, and Hon. H. B. Dickerson, of Detroit, Mich., arrived in Scranton by later trains. Several of the wives and daughters of the visiting delegates and carriers arrived by different trains throughout the day also, and were taken in hand by the Ladies' Auxilliary entertainment committee of Scranton and escorted to places where refreshments and amusements were provided for them.

Postmaster Ezra H. Ripple was grand marshal of the parade. The soldierly bearing of the boys in grey as they

marched past the reviewing stand was greatly admired by Postmaster General Smith and Governor Stone.

After the parade the visitors were escorted to the Armory on Adams avenue and to other halls in the city where refreshments were provided for them.

#### PUBLIC RECEPTION.

Monday evening a public reception was tendered the carriers and their lady friends in the auditorium of the high school. Hon. L. A. Watres presided, and Mayor James Moir welcomed the visitors. Eloquent speeches were made by Governor Stone, Postmaster General Smith, John M. Parsons, president of the National Letter Carriers' Association, and Attorney A. J. Colborn. Among those on the platform were Hon. T. V. Powderly, Commissioner General of Immigration, and Congressman William Daly, from Hudson county, New Jersey. The New York Letter Carriers' Band played several beautiful selections during the evening and was loudly applauded. The Scranton Glee Club sang three or four pretty pieces and was encored. The visitors voted that they had spent a most pleasant evening. They also said that Scranton surpassed any city they had yet visited for its kindness and hospitality to strangers.

#### BANQUET TO POSTMASTERS.

Postmaster Ezra H. Ripple, of Scranton, gave a banquet on Monday evening, September 4, in the Hotel Jermyn, in honor of the visiting postmasters. The banquet was attended by about ninety guests, including Postmaster General Smith and Governor Stone. Responses to toasts were made as follows:

City of Scranton—Hon. James Moir, Mayor of Scranton, Pa.

President McKinley—Hon. Charles Emery Smith, Postmaster General.

The Commonwealth—Hon. W. A. Stone, Governor of Pennsylvania.

From the Civil Service Congress—Hon. William Connell, Representative from the Eleventh Congressional District.

The Letter Carrier and His Friends—Hon. T. V. Powderly, Commissioner General of Immigration.

National Association of Letter Carriers—John M. Parsons, President.

The banquet was a thoroughly enjoyable one in every respect.

#### CONVENTION OFFICIALLY OPENS.

The convention opened for business on Tuesday morning, September 5, at St. Thomas' hall, on Wyoming avenue. The hall was tastefully decorated. An evening session was also held. President Parsons occupied the chair at the morning session and delivered an encouraging address.

Superintendent of Free Delivery Machen spoke at the morning session. He said that Postmaster General Smith took great pride in the appearance of the letter carriers in the parade. Mr. Machen paid a high compliment to the sagacity of President Parsons, and said he was the right man in the right place.

#### EIGHT-HOUR DAY.

Referring to the eight-hour day, Mr. Machen said that no step backward is contemplated. The men at the head of the postal department believe in an eight-hour day. Not only that, but they believe in an eight-hour law for all kinds of labor. "It is proposed," continued Mr. Machen, "to make the law conform to the peculiar conditions of the postal system. It is proposed to work forty-eight hours in six days, but the system must be so arranged that the letter carrier can satisfy his patrons and distribute his mail instead of carrying it back to the office when only a little time would be required to distribute it."

#### SALARIES, RETIREMENT, ETC.

On Wednesday, September 6, the convention resumed its work. Resolutions looking to the readjustment of salaries were referred to the committee on legislation. A resolution was adopted instructing the lobbyists of the association at Washington to help the postal clerks in their efforts to secure legislation that would be to their interests. A resolution was

also adopted to appoint a committee to prepare a substitute retirement bill. In the afternoon the delegates went to Mountain Park where they were the guests of the Wilkes-Barre letter carriers.

The convention held three sessions on Thursday, September 7. President Parsons read his annual report at the morning session and congratulated the association on the splendid work it was doing.

Postmaster Ripple visited the convention. He received quite an ovation and made a speech.

The convention in the afternoon discussed the report of the committee on revision.

In the afternoon the Ladies' Auxilliary entertained the visiting ladies with a basket picnic at Nay Aug Park. In the evening the New York Letter Carriers' Band and the Scranton Glee Club gave concerts at the residence of Congressman William Connell.

#### ELECTION OF OFFICERS.

On Friday, September 8, the convention elected officers as follows :

President, John M. Parsons ; vice-president, Charles H. Duffy, of Chicago, Ill. ; secretary, Edward J. Cantwell, Brooklyn, N. Y. ; treasurer, Alexander McDonald, Grand Rapids, Mich.

Members of Executive Committee—John F. McElroy, Bridgeport, Conn. ; Al. K. Young, Cincinnati, O. ; A. J. Michener, St. Louis, Mo. ; H. B. Seaton, Denver, Col. ; Wm. B. Moynihan, Rochester, N. Y.

Chairman Legislative Committee—James Arkeson, Fall River, Mass. (re-elected).

Committee on Legislation—B. J. Curtin, Lynn, Mass. ; Richard F. Quinn, Philadelphia.

Civil Service Commission—John H. Phillips, Scranton, Pa. ; Wm. H. Flaherty, New Orleans, La. ; W. H. Gees, Baltimore, Md.

Board of Trustees M. B. A.—Charles B. Kelly, New York City.

Committee on Constitution and Laws—James C. Keller,

Cleveland, O. ; James A. Monahan, Boston ; Melville Johnson, Columbus, O.

Detroit was selected as the place for holding the next convention.

Reports of committees were received and discussed. In executive session constitutional matters and affairs relating to the Mutual Benefit Association were considered. The lady visitors, with the members of the Auxilliary committee, enjoyed a ride over the boulevard.

#### REVISING THE CONSTITUTION.

On Saturday morning the revision of the constitution was taken up and finished in the afternoon. The installation of the newly elected officers took place in the evening, and resolutions were adopted as follows : Thanking the citizens' committee and the local letter carriers for their hospitality, and the press for its full and comprehensive reports of the proceedings.

The convention adjourned at 8:30 on Saturday evening, September 9, 1899.

#### PRAISE FOR SCRANTON.

John M. Parsons, president of the National Letter Carriers' Association, speaking about the above convention, said : "This was the largest, most successful and most enjoyable convention of the association ever held. The manner in which the whole city turned itself into a committee of entertainment to make our stay enjoyable reflects great credit on the local letter carriers, for if they were not efficient and popular they would not be able to command so much attention for their guests.

"The lady visitors were most cordially and hospitably entertained by the Ladies' Auxilliary, and they feel grateful for the many gracious acts of Miss Campbell and her associates.

"The newspapers are especially deserving of the association's thanks for in no city that the convention has thus far visited have there been such able and extensive reports made of our proceedings.

"Say the most complimentary thing you can think about the general hospitality of Scranton and subscribe my name to it."

JOHN M. PARSONS.

### *Anecdotes and Miscellaneous Matter.*

Dr. Hollister says that an old gentleman who discharged the duties of mail boy from 1811 to 1824 relates many anecdotes of his adventures, and his encounters with humanity in its "most amusing aspects," at the stopping places on his route.

"At one point," writes the doctor, "the office was kept in a low log barroom where, after the contents of the mail pouch were emptied on the unswept floor, all the inmates gave slow and repeated motion to each respective paper and letter. Sometimes the mail boy, finding no one at home but the children, who were generally engaged drumming on the dinner pot, or the housewife, unctuous with lard and dough, lolly-bye-babying a boisterous child to sleep, was compelled to act as carrier and postmaster himself. At another point upon the road the commission of postmaster fell upon the thick shoulders of a Dutchman, remarkable for nothing but his full, round stomach. This was his pride and he would pat it incessantly while he dilated upon the virtues of his krout and frau.

"It would have been amazingly stupid for the department to have questioned his order or integrity, for as the lean mail bag came tumbling into his door from the saddle, the old comical Dutchman and his devoted wife carried it to a rear bedroom in his house, poured the contents upon the floor, where at one time it actually took them from three o'clock in the afternoon till noon the next day to change the mail. Believing with Lord Bacon that 'knowledge is power' he detained, about election time, all political documents to his opponents. These he deposited in a safe place in his cart until after the election had taken place, and they could work his cause no harm, when they were handed over with great liberality to those to whom they belonged—provided he was paid the postage.

### HOW THE MAILS DISAPPEARED.

"At another remote place where the office was kept, the mail bag being returned to the postboy almost empty, led him to investigate the cause of this sudden collapse in a neighborhood inhabited by a few. The prolific number of ten children, graduating from one to twenty years, all called the postmaster 'dad,' and as no one could read, the letters and papers came to a dead stop on arriving thus far.

"As these were poured out on the floor among pans and kettles, each child would seize a package exclaiming, 'this is for me,' and 'this is for you,' and that for somebody else, until the greater bulk of mail matter intended for other offices was parcelled out and appropriated by various persons and never heard of again."

### MUSIC IN THE POSTOFFICE.

Dr. Throop says in his book, "A Half Century in Scranton," that in the store connected with the postoffice in Hyde Park, one could find a general assortment of dry goods, groceries, hardware, drugs, medicines and liquors. That was about the year 1840. In the evening, too, this was the hailing place for the neighborhood, and the habitués were often delighted with the music of a sweet violin to a late hour.

### THE OLD MAIL COACH.

"The mail facilities at this time," continues Dr. Throop, "consisted of a line of two-horse stages that ran from Honesdale to Wilkes-Barre, via of Carbondale, going up one day and down the next, thus giving the inhabitants a tri-weekly mail from each direction, though it took about three days to get a letter to or from New York or Philadelphia. The Honesdale and Wilkes-Barre stage was a two-horse, three-seated vehicle, and carried five passengers and the driver, who was for many years John Kennedy. He lived on a farm subsequently purchased by the late Moses Taylor, on the place where Taylorville now stands. Later on, this line was succeeded by one made up of covered four-horse coaches, which about 1844 began to run daily and was well patronized by Google

#### CAPTIVATED BY WILES OF VENUS.

"It is seldom that a New York paper was met with, and the papers at Wilkes-Barre gave the news to the world once a week. There were but few men of liberal education in the country, and those were emigrants from the east; and, as a general thing, were estray schoolmasters seeking a market for knowledge that was not merchantable whence they came; but they were well received, and, captivated by the wiles of Venus, became fixtures, and gave tone to the intelligence of the valley."

#### HYDE PARK SUB-STATION.

At the request of the Hyde Park Board of Trade and through the efforts of Congressman William Connell, Postmaster Ezra H. Ripple, Hon. T. V. Powderly and other influential citizens, a branch postoffice was established in Hyde Park at the beginning of the fiscal year, 1900-1. The office is situated on Jackson street and Superintendent John Henry Phillips has charge of it. It is known as "West Scranton Station."

#### TURTLE IN POSTMASTER'S POCKET.

Attorney Edward Merrifield, in his pamphlet entitled "Law and Lawyers of Old Providence," after paying a high tribute to the ability, integrity and geniality of Attorney David S. Koon, postmaster of Providence under the administration of James K. Polk, relates the following interesting story about Mr. Koon:

"He [the postmaster] was of a phlegmatic temperament, at least as far as physical exertion was concerned. I recall on one occasion when this was put to the test.

"Some rascally youngster brought up from the river a small turtle. Mr. Koon wore a long sack coat with large gaping pockets. It was a great temptation to this brewer of mischief, so he carefully slipped up behind the imperturbable postmaster and dropped it in. It is needless to say that the result of discovery was watched for with anxiety. By and by the turtle became uneasy and made manifestations of his objection to close confinement, especially without anything to drink.

"Ordinarily most men would have been aroused to quick investigation. Not so with him. Calmly and philosophically he placed his hand in his pocket, and even yet there was not an accelerated muscular movement. With deliberation and no traces of excitement he slowly walked out into the back yard, where no mortal eye could see, and deposited the innocent cause of the trouble. It is very questionable whether mankind in general would not be better off with this sort of serene temperament."

#### A PHILANTHROPIC POSTMASTER.

Hon. Henry Roberts, the father of Postmaster Henry Roberts, of Providence, was postmaster at Falls, in Wyoming county, in the early part of the last century (1800). Dr. Roberts says that he (the doctor) used to carry the mail for his father on horseback and deliver it in the surrounding country. He said his father usually paid the postage on the letters, the persons to whom they were addressed being too poor to do so.

#### "BOOT" PAID IN CATTLE.

The "History of Luzerne, Lackawanna and Wyoming Counties" says that during Hon. Henry Roberts' time old settlers used to exchange possessions, and "boot" was always paid in cattle and other necessities. Farms at Falls were never sold for cash till about 1805 or 1806. One pound of maple sugar was exchanged for a shad. About 1811, saw logs and produce were considered legal tender for goods, as no money could be obtained for wheat short of Easton.

#### POSTAGE STAMPS INTRODUCED.

Postage stamps and envelopes were introduced in England in 1837, by Rowland Hill. Shortly after they were to a limited extent used in America, but did not come into general use until about 1850. Letters were written, folded and addressed all on the same sheet and sealed with a wafer or sealing wax. In 1780 the mail routes included a few cities and towns in Maine, New Hampshire, New York, Pennsylvania, Maryland, Kentucky, Virginia and Georgia, making two-weekly deliv-

eries in summer and bi-weekly in winter. There was no postmaster general in the cabinet until 1829.

Letters were charged twenty-five cents for anything over 450 miles. Half a century later ten cents, prepaid, carried a letter 3000 miles, and under that distance, five and three cents.

#### ONLY GOOSE QUILL PENS THEN.

The popular pen was the gray goose quill. England began the manufacture of steel pens in 1819; but down to 1845 they had not come into general use in America.

It is said of Henry Clay that he learned to write by tracing letters on sand with a sharp stick, and that Daniel Webster's first pen was surreptitiously plucked from his mother's pet goose, his ink being soot mixed with water.

#### THE SEARLES OF NEW ENGLAND.

Constant Searle, born June 17 (O. S.), 1728, at Little Compton, R. I., killed by the Indians at Providence, Luzerne county, Pa., had twelve children of whom William was the oldest.

William had a son Miner, who was father of Voltaire. Hence Voltaire was great-grandson of Constant.

The following additional notes in regard to the Searle family have been gleaned from various sources :

Constant Searle, Jr., settled in Providence village in 1790; was appointed a viewer to lay out roads in 1791; and was elected justice of the peace in 1799.

Among the purchasers in Providence township between 1772 and 1775 was Ebenezer Searle.

Roger, William and Miner Searle were among the property owners assessed in what is now Pittston in 1796.

James Searle, son of Henry Luther Searle and grandson of William Searle, was postmaster of Pittston, from 1861 to 1867. He was born in 1820 in Greenfield township, Pa. He kept a jewelry store in Pittston for many years. His wife was Miss Elizabeth Furman, of Scranton. She lives on Park street, West Pittston.

Henry Searle, great grandson of Constant Searle, a victim

of the Wyoming massacre, was born in Luzerne county in 1827. His wife was Miss Martha Powell, of Wales. He was in the employ of the Penny Coal Company, over a quarter of a century.

John Searle drove the stage coach between Wilkes-Barre and Montrose for many years. He was a son of Roger Searle and grandson of Constant Searle. He was born in 1795 and died in 1863. He was married to Miss Mary Stark, daughter of Henry Stark, of Plains, in the year 1822. The couple had two sons and six daughters. One of the sons, John Roger Searle, was a lieutenant in the Fifty-eighth Pennsylvania Regiment and died in the service, December 13, 1862.

Judge D. W. Searle, of Montrose, Pa., is one of the ablest lawyers on the bench. He frequently comes to Scranton to try cases in the county courts. He is a learned, polite and unassuming gentleman. His sister is married to Chief Justice McCollam, of the supreme court of Pennsylvania.

Branches of the Searle family are to be found in most of the New England states.

#### THE VAUGHNS.

The Vaughns came from Portchester, N. Y., and neighborhood, to the Lackawanna valley in 1797. Many of their kinsmen are still to be found in New York state.

Colonel Moses Vaughn, son of Captain John Vaughn, inherited his father's farm in Blakely. The farm was afterward occupied by John Tripp.

Captain Peter Hallock, under whom Postmaster John Vaughn served in the war of 1812-14, kept the first hotel opened in Orange, Franklin township, this state. The Hallocks were from Orange county, New York.

#### SEVERAL SLOCUMS WERE POSTMASTERS.

The Slocums furnished two postmasters to Scranton, and Major Isaac Slocum, the first postmaster in Tunkhannock, was a brother of Benjamin Slocum, the first postmaster of what afterward became the city of Scranton. William P. Slocum was postmaster at LaPlume in 1876, and another Slocum was postmaster in the Wyoming valley.

Thomas Truxton Slocum, a son of Postmaster Benjamin Slocum, gave two acres of land, May 25, 1842, on which to build the Wyoming county court house at Tunkhannock.

Ebenezer Slocum, Postmaster Benjamin's brother and partner in Slocum Hollow, was born at Portsmouth, R. I., January 10, 1766. He married Sarah, daughter of Joseph and Obedience (Sperry) Davis. The following children were born of this union: Ruth, married Elisha Hitchcock; Sydney, married Jane LaFrance (Sydney was killed by an accident in the grist mill at Providence January 20, 1825); Ebenezer, Jr., married Sally Mills; Benjamin, married Matilda Griffin; Joseph, married Edilda Bingham; Samuel, married Polly Dings; Thomas, married Sarah S. Jenkins; Sarah, married Alva Heermans, a great uncle of Dr. Heermans, of Hyde Park; Charles M.; William, married Jane Lockwood; Mary; Esther, married Lester Bristol, and Giles, married Sarah Decker.

Ebenezer Slocum died of apoplexy July 25, 1832.

Joseph, his son, and nephew of Postmaster Benjamin, married, in 1830, Edilda Bingham, as above stated. Their children were Joseph Warren, married Hannah M. Collins. The children of this couple are Florence W., Frank H., Kate, Joseph, Ida (deceased), Bessie (deceased) and George W. Rudolphus Bingham Slocum was born in 1845 and married Annie Lloyd, by whom he had three children.

#### IRA TRIPP.

Ira Tripp's great grandfather, Isaac Tripp, and the latter's son-in-law, Jonathan Slocum, father of Postmaster Benjamin Slocum, were killed and scalped by the Indians and Tories at Wilkes-Barre in 1778.

Ira Tripp was born in the old township of Providence January 6, 1814. He was the second son of Isaac and Catherine (LaFrance) Tripp. His brothers and sisters were Benjamin, Isaac, Holden, Diana, Phoebe, Maria, Catherine and Mahala. Ira was married to Rosanna G., daughter of Jacob and Elizabeth Shoemaker, of Wyoming, on February 20, 1838. The children of this union were Isaac C., Leander S. and Gertie.

About the year 1846 Ira purchased the interest of his two brothers in the old homestead and went to reside there. Governor Pollock appointed him one of his aide-de-camps with the rank of lieutenant-colonel. In 1861 he enlisted in the Eighth Pennsylvania Regiment and served as a hospital steward for nine months. He was a Republican in politics. He was of a kind and genial disposition, liked by everybody.

Ira was an inveterate smoker. When, however, he was threatened with throat trouble he smoked by proxy only, and it afforded him extreme pleasure to inhale the fragrant odors from the cigars of his friends.

Isaac Tripp, great grandfather of Ira, came from Providence, R. I., to the Wyoming valley in 1769, and settled at Wilkes-Barre, where, as before stated, he and his son-in-law, Jonathan Slocum, were murdered by the red men.

Ira Tripp died in 1892 and his widow in 1900.

#### REICHARD FAMILY.

The Reichard family is of German origin. On their arrival in this country they first settled in New England and came thence to Pennsylvania, in which state Postmaster Henry Reichard was born.

#### DR. AUGUSTUS DAVIS.

Dr. Sumner D. Davis, who was postmaster at Jermyn, writes the compiler of this work, in reply to inquiries concerning the appointment of his uncle, Dr. Augustus Davis, to the postmastership of Hyde Park, as follows:

JERMYN, PA., February 9, 1901.

DEAR SIR:

In regard to the postoffice at Hyde Park, would say that Dr. Augustus Davis was appointed postmaster at Hyde Park during Johnson's administration. I think he was appointed in 1866. It happened something like this: Immediately after the close of Congress in spring or summer of 1866, Dr. Davis was appointed (*ad interim*) postmaster, took charge of the office and removed it to the small building—still standing in Hyde Park on the property then owned by him and still owned by Mrs. M. M. Davis, his widow. I think it

is used as a barber shop. Dr. Davis held the office until the close of the next session of the senate, being then rejected by that body. I acted as his deputy during the time he held the office—nearly, if not quite a year.

The senate tied Andrew Johnson's hands to prevent the removal of postmasters, etc. Nevertheless, during the *ad interim* Andrew managed to make removals and appointments. Dr. Davis was the appointee. After the meeting of Congress, probably at the usual time in December, the senate refused to confirm. The president then sent in the name of William Oram, who was also rejected; next, Captain M. L. Blair's name was sent in and, close to the end of the session, was confirmed, but immediately, on the day following, was reconsidered on account of some Cameron and anti-Cameron trouble and rejected. Charles Dennison, who was Congressman from the Twelfth district, then gave the president the name of Judge William Merrifield and the senate confirmed on the very last day of the session. Dr. Davis held the office from the date of his appointment during all this time until Judge Merrifield qualified. I give the date as 1867 as I know he was holding the office in July and August of that year.

Yours truly, S. D. DAVIS.

#### OLDEST POSTMASTER IN ACTIVE SERVICE.

Roswell Bardsley, who is ninety-one years old, has been

postmaster at North Lansing, Tompkins county, N. Y., for nearly seventy-three years.

Mr. Bardsley was appointed postmaster of North Lansing on June 28, 1828. John Quincy Adams was then president and John McLean, of Ohio, postmaster general. He is not only the oldest man in the postal service, but is believed to be the oldest employe of the government in any capacity. He has served under nineteen presidents and thirty-three postmaster generals.

Soon after he entered the cabinet the attention of Postmaster General Smith was attracted to this Methuselah of the postal service, and an examination of his record showed that in all the years he had been in office not a single complaint of his management of the office had been filed. Mr. Smith wrote him a letter congratulating him upon his long and faithful service, and received a reply in Mr. Bardsley's own handwriting saying that, although he was ninety years old, he was still able to attend to the duties of his office.

The town of North Lansing has not grown much since 1828, when Mr. Bardsley was appointed, with a salary of \$175 a year, and he still receives the same salary. The growth of the postal service since he became connected with it is shown by the fact that there were only 8,004 postoffices in the United States when he was appointed, and now there are 76,688.



43513A

*He is reading "The Leading Paper of Northeastern Pennsylvania,"  
and is happy.*

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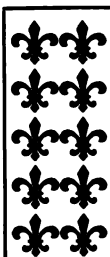
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